CYCLE NEWS

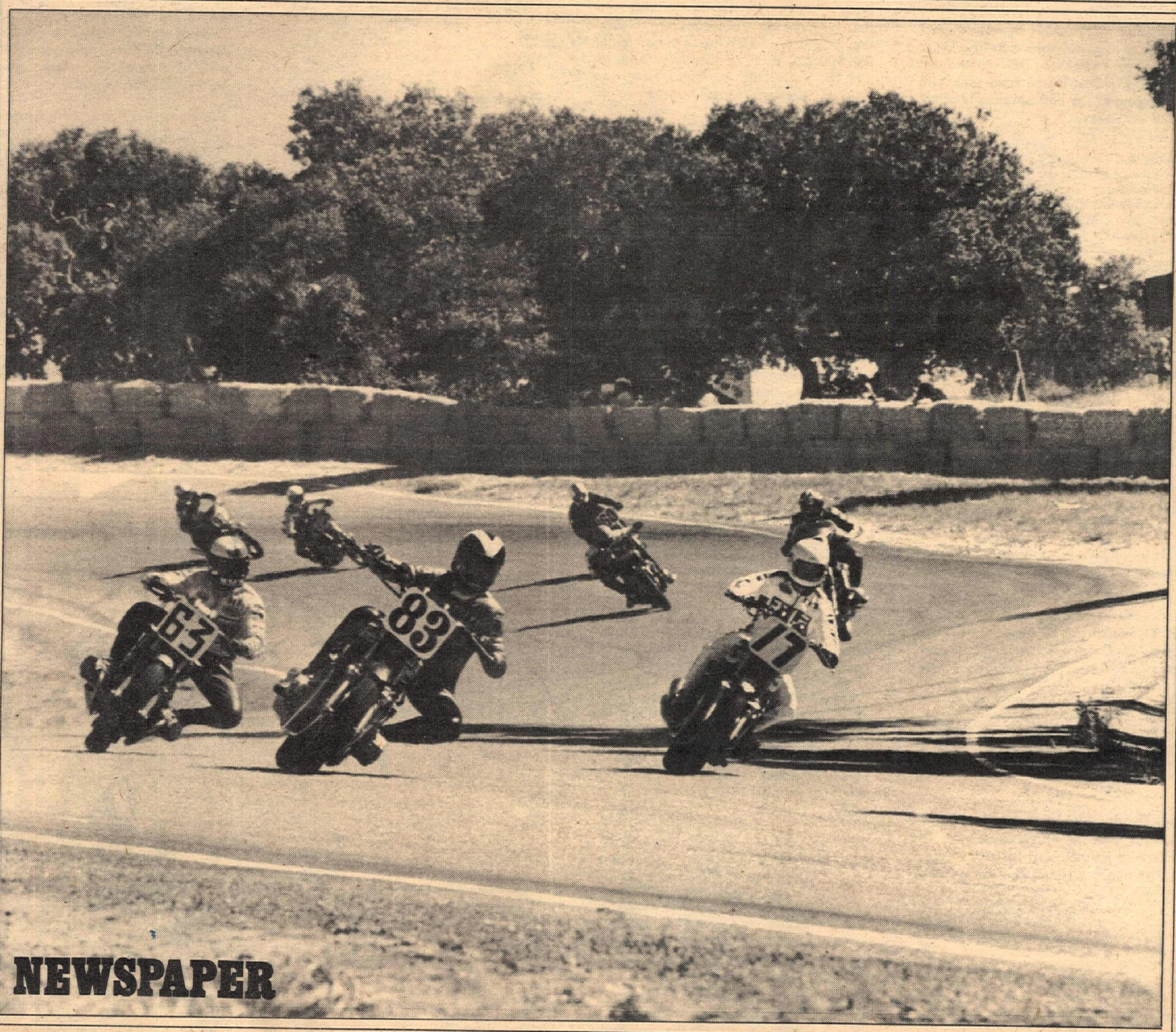
Special motocross photo gallery

WEST

Volume XI : Number 30 : August 6, 1974 50¢

Roughest course
Bikers dominate BAJA

Superbike Nat'l: Roberts twice



NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Kawasaki invited a bunch of non-biker squids from big city slicky rags (like Oui) to their 1975 model preview. Part of the show was a chance for everyone to ride 175 Kaws around a "course" run along Laguna Seca access roads. The tailored suit bunch complained to Kawasaki reps 'cause Papa passed them.

Roadracing in Aspen is heaven. Tight? Where else can someone take the DKW 125 they rode in the Greenhorn National Enduro, install road tires, and take second in the 250 Cafe class? Silver medals are neat.

Gordon Farley is back in the U.S. on a whirlwind round of trials demonstrations for Suzuki. After having blown everybody away while riding as a guest at RMTA's Colorado State Championship July 28, he'll come to Southern California to teach in at the ITA/CTA trials school at Saddleback, Aug. 4.

Bryar Holcomb has switched from Bultaco to Maico. There have been a lot of races where Bryar was undoubtedly the fastest dude in his class, but most of the time his bike would break. We hope he has better luck with Maico.

FACTORY rider Bengt Aberg finished both motos of the U.S. Grand Prix in the top 10 on the 360 Bultaco of Western Rep Mike Hannon. Which would seem to a fairly strong argument that the Bul Mike has been using to win all the D-37 motocrosses Jim Connolly doesn't win is actually a Grand Prix bike, no matter how stock or non-stock it is.

Dunlop has a new "endurance" tire, the KR 91, which got its baptism at the 24 Hours of Barcelona and at the 1000 Km. of Le Mans.

MV Agusta tried some small downforce airfoils during practice for the Belgian GP, but removed them for the race. Experimentation continues in both MV and Yamaha camps as they pull out all the stops for the last few World Championship road races.

Rick Woods is back — sort of. Took a few hot laps at OCIR speedway and picked up his renewed SRA license. He says he needs to practice a bit and then get back into the thick of things.

OHMIGAWD! The Federal Government is into *track safety standards!* Hold on, don't get hysterical . . . it's railroad tracks — so far. (Whew. Sometimes reading *The Federal Register* can give you borderline heart failure.)

Political Enduro prizes are slowly but surely being shipped out. Finisher pins will be mailed in two or three weeks.

Ben Bower will be at the regular CERA meeting at Vista Grande School in Danville, Ca. to give a bit of an inside preview on the 49th ISDT. The formal Gold Medalist will have his ISDT machine along, and will delve deeply into preparations for the Six Days.

Well, somebody's trying to put our California Green Stickie money to good use. The City of Cerritos, Ca. will apply for $56,250 in state funds (putting up $18,750 out of its own kitty) to develop Cerritos Motorcycle Park on Bloomfield Avenue.

In Nevada, the BLM office has a new mailing address: P.O. Box 5400, Las Vegas, Nv. 89102. Office location is 4765 Vegas Dr., Las Vegas, Nv. 89108. Phone remains the same, (702) 385-6403.

"HELMET LAWS SUCK" is the message of the 44-inch, vinyl sticky sold as a fund-raiser by C.O.O.L., Kansas' equivalent of M.O.R.E. The black-on-yellow message will be sent for $2 each or ten for ten dollars by C.O.O.L., Box 8113, Topeka, Ks. 66608. They also offer a "more conservative but less popular super UNCONSITUTIONAL" sticker.

Is this a turning point? Cafe bikes actually outnumbered choppers parked in the spectator area at Laguna.

We never mentioned that Bill Henry picked up $50 by winning the 350 Production class at CMC's rescheduled July 14 OCIR road race. Wonder which class they'll pick to run for the bucks this next time?

Pete Starr's "Bad Rock" film will be re-run on KTTV Los Angeles sometime later this year. For viewers in our greater reading area, we'll soon have a rundown on channel, date and time of some of the 37 TV stations that have contracted to run the film. It's worth seeing twice.

The British papers say MV Agusta is (are?) planning to market a 125cc Four! What a far-out little screamer, if it's true.

Next time you get an urge to go fly a kite, pick up a copy of Hang Glider, a new $1.50 quarterly magazine by Cowboy Star Publications, 3333 Pacific Ave., San Pedro, CA 90731. Looks like dangerous fun.

Corona, California Raceway owner Felix Lipari wants riders to know that the $3 collected per motorcycle at the recent Mini World Championship was done at the request of the promoter, Mr. Bennett, and the money was turned over to him. Don't blame Corona Raceway.

The Federation Internationale Motocycliste is looking for delegates to work up rules for Moto-Ball. Moto-Ball? On MOTORcycles?! Those French!

Independent extensive research indicates conclusively that Gatorade is not proven effective in extinguishing Ford Econoline engine fires. The aroma of burnt Gatorade does, however, cover up the odor of scorched synthetic blanket rather well.

Four out of four road racers surveyed run like hell in the event of said Ford fires.

Pit tootsies make swell fire fighters, however.

Poor Yvon. The Laguna Seca corkscrew attacked his right hand in practice July 24, three days before the National.

Lightweight Production winner Wes Cooley had his troubles at Laguna Seca. In addition to his Junior race getoff, he also crashed spectacularly in a Jr/Expert Lightweight heat Saturday, exploding a haybale off Turn Six. He had just blown past a group of riders and reached for his front brake to find the lever missing!

Kawasaki did not have the much rumored "Lobster" big four stroke single in their 1975 model line. We can't tell you what they did have until September, but the only all-new thing is a very slow model with the funniest motocross frame geometry we've ever seen.

It's green.

New candidate for an "Ironman" title should be young Larry Roeseler who finished third 125 in the Baja Internacional, then came back the next day to win the Trailbike class in a D-37 EuroScrams. Turnin' some revs, we'd say.

There was surprisingly little thumping at the official halfway point pits during the recent Baja bash. What happened? The four-strokes have had the longevity edge in these things, aside from Team Husqvarna ring-ding entries.

Gary Hymes pushed his bike uphill into a checkpoint of the Baja Internacional with a flat front tire, one shock shaft broken, the other damper not damping, the rear subframe broken and an engine seized about half a dozen times. "You gotta have a goal in these kinds of races," gasped Gary, "and my goal was to get here." An hour and a half later he was off again. His experience, and attitude, were typical of a lot of other riders in this event. Wish we could tell all their stories.

Ol' Papa is gratified to see the cafe racer coming on as a reasonable alternative to the chopper . . . we'll also be glad to see the chopper goodiemakers quit trying to push re-merchandised chopper and drag bike parts as cafe racer accessories.

Billy Uhl and Carl Cranke will try to make it to Sand Hill Ranch Aug. 4 to race in the Benefit Scrambles for the D-36 ISDT team riders.

Montesa called back their 310cc prototypes from the world championship trials circuit to fit the engine to a new-concept frame. Factory riders Edwards and Shepherd will make do with available 250's until the new machines are ready.

Something still bugs Papa about the 55 MPH speed limit. If the 70% majority that is flagrantly violating the limit (according to California Highway Patrol surveys) would tell their state legislators how they feel about the limit, we could have done with it in short order. Couldn't we?

Keep your eyes on trials riders Ulf Karlsson and Yrjo Vesterinen next year when it comes time to sign factory contracts. They are hot.

Harold McGee, a 29-year-old salesman, has decided to devote all his time to Trail Blazers, an organization for off-road sports motorcyclists which he recently founded. For charter member info, write to Box 22094, Greensboro, N.C. 27420.

Seems our North Editor is a little slow, sometimes. Yamaha bought its franchise back from Fred Deeley Imports of Canada some time ago. Deeley imports British cars, Harleys, Ducatis, bit of everything, now. When they got the chance to sponsor Jim Dunn on an RR-250, they snapped at it.

Look for Montesa to expand its line gradually over the coming year. In the works for staggered introduction: A 172cc Cota, a VR-based competition enduro bike (sans oil injection), the 310cc six-speed trialer currently being developed for the world circuit, and "T" (Trailbike) versions of all the Cotas adapted for cowtrailing and general multi-purpose riding.

Northwest MX Correspondent Jan Newman got a trophy. Yup, "First in Moto-Journalism" at Deschutes Cycle Park in Bend, Oregon.

Ah, the English! Their tongue-in-cheek honesty is reknown, but it's hard to top the Harley ad in the British weekly that features a half-page profile of the Electra-Glide, boldly captioned: BIG DADDY'S HERE. It's poetic.

Tired of stupid television shows about cops and doctors and firemen? Write to ABC TV and get some good old motorcycles on the tube.

The Mountain Roadracing Association is holding a four hour road race at Aspen in September. GP bikes over 125cc and production bikes over 250cc are eligible.

Husqvarna is sending Marcia Holley to Sweden for six weeks. What for? Marcia is going to be a double for a star in a Swedish stage production of "Annie Get Your Gun." The scene which usually features Annie Oakley riding in on her horse and shooting up the town will actually be Marcia riding a Husqvarna, shooting with her hands as she steers with her feet.

After a hard crash at DeAnza Park July 21, Richard Mata is in very serious condition in the Redlands, California hospital. He has lost 25 pints of blood, needs blood donations desperately, and has to have a machine breathe and clean his blood for him. If you have in your heart to help a motocrosser who needs help, call Ralph Dominguez at (213) 695-4710.

Claus Nilsson sent the Baja-winning Husky out of the pits, then turned to the other Swedish two-strokes, noting "Ve gott to keep dese pieces of s— togedder!" He did.

WRITIN' AROUND

Kurt Vonnegut, Jr. proposes that the government issue everybody a family. We got our own already — the extended motorcycle family.

They'll give you clothes to wear — painted T-shirts, printed hats, even monogrammed Maico underwear.

With your motorcycle family, you are never lonely. They'll give you food to eat and cool refreshment when you need it most. They look out for you at the races.

You can travel this wide world over and always find a m/c relation to put you up or put up with you. The language of crash and burn and gassit is the same everywhere.

In fact, until my mother and cousins and sisters and inlaws recently got into bikes, I felt closer in many ways to my extended motorcycle family than to my nuclear, blood-and-marriage one. (Future sociologists might get a kick out of that!)

When you come to a strange town, you don't need to look up "Vonneguts" in the telephone directory and never find any — you turn to the yellow pages, between Motion Pictures and Moving, and see who you know of in Motor Bikes. Right away you got someone you relate to. They want to hear all the latest things you bring from where you've been and you get to hear all about what they are up to.

If it's a weekend, chances are there's some riding to be done. If you don't have your cycle gear, they'll sponsor some and show you all the neat riding thereabouts, if you're interested.

I guess there must be ten or 15 million of us in America, related through motorcycling, and who knows how many more here on starship Earth?

And everybody relates to somebody. I relate best to Matchless, Montesa and Maico freaks and never seem at a loss for company. (My secret syllable is Mmmm . . .) Lately I'm finding a lot in common with Brough-Superior buffs (all good humored kin) and of course motorcycle magazine fans.

Some of my friends feel most at home in the extended company of fellow BMW owners, who can exclude outsiders by conversing only in part numbers! Indian lovers are more receptive to others and seem to be growing in number since the last Scout rolled off Sam Pierce's assembly line.

Just for example, I'll tell you about one instance when this extended m/c family was good to me. It was in Mexico (it could have been Montana, or Montreal) and happened to have my old trusty Matchless 650cc Twin, and I fell by the local cycle store and before I could say "Q'esta pasando?" I was wined, dined, tequila'd and pulqued, given a fresh tire and whisked away to inspect the new motocross course, invited to the bullfights and introduced to several beautiful ladies on the way. My newfound Mexican family/friends would only accept the painted T-shirts I offered in thanks.

No, Mr. Vonnegut, the government need not issue everyone an extended family. If you are into motorcycle enthusiasm, you already have one. It is a family sport.

Chuck Clayton

Kim Ward (Hus) readies to blast off to first lady, fifth 125 scrutinized by Mexican troopers in the Baja Internacional. Story on P. 8.

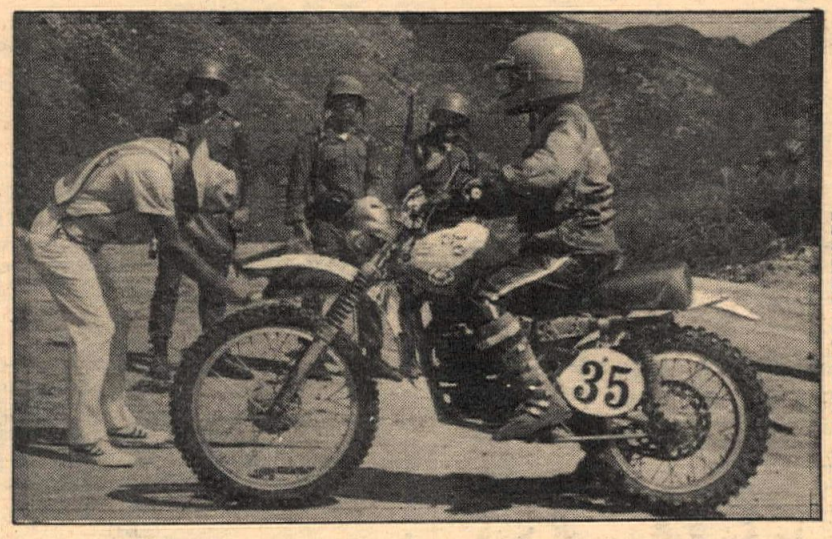


PHOTO BY RON SCHNEIDERS

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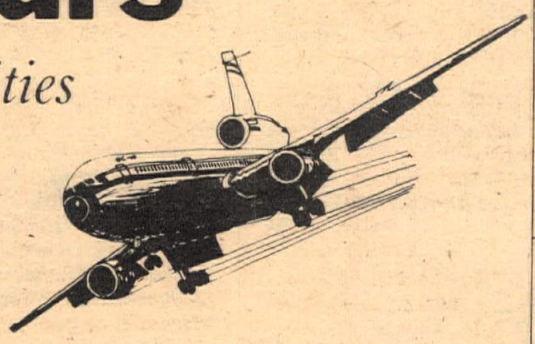

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ON THE COVER: Steve McLaughlin (Kaw-83) leads Reg Pridmore (BMW-63) and Yvon DuHamel (Kaw-17) into turn seven of the first Open Production lap. Yvon won. (John Ulrich Photo.)

CYCLE NEWS®

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East
P.O. Box 805, Tucker, GA (404) 934-7850.

Central
P.O. Box 13245, Austin, TX 78711.

Subscription
One year, second class mail, $12.50; 2 years, second class mail, $22.50; 3 years, second class mail, $30.00; Single copy price, 50 cents.

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VOICES OF THE WEST

Rinky Dink?

A current ad in your classified section reads "Street Legal MX'ers: Do it yourself . . . Rink a Dinks Yamaha, Lakewood, Colorado."

I wrote for information only regarding the ad, and next thing I knew I was supposed to come up with $12.00 for a C.O.D. package from Rink a Dinks. This sort of modus operandi seems a little suspicious to me. (Maybe they can't read.) Draw your own conclusions but in any case (1) 12 bucks seems like a hunk of change for that type of info, and (2) not knowing what's in the package, I'd sure hate to shell out for a piece of paper that says "Hold a flashlight in your teeth and glue a giant Schwinn reflector to the rear fender."

BILL HARRISON
Temple City, Calif.

Woody Witte of Rink-A-Dinks states that this is not the company's usual method of operation. He suggests an error was made . . . Ed.

Motocrossing thanks

During the practice session this past Sunday at CMC's Saddleback MX, I blew a shift and endoed over a newly formed steep jump on the fastest part of the course. The results included a dislocated shoulder and ripped apart ligaments.

I wish to thank the guy who took my battered bike back to our truck, and the man parked next to us for giving me a drink and helping my Dad load up our truck. I'd also like to express my disgust at CMC for not being good enough to refund my $10 entry.

BARRY NACKOS
CMC 78A
Covina, Calif.

Any biker's theme

Through the week you'll find me working
But on the weekends I'm riding.
Up the hills and in the outback,
Or sometimes at the local track.

I'm no Lawwill or DeCoster,
And Joel Robert I ain't.
But I don't care, you can't tell me
I'm any worse than the rest.

I could "cross it up" at the mile,
Or jump a fence McQueen-style.
But I don't want to try it twice
Until I get more practice.

I'll be "Number One" around here
No more than a couple of years.
You'll all be surprised when you view
My famous name in Cycle News.

Then one day I'll be the "World Champ"
Or sail my bike from ramp to ramp,
And of course I'll be asked to say,
"Everybody needs milk today."

TOD MITCHAM
Seal Beach, Calif.

Dear John letter

Readerdom has been ripped off. Remember way back in April '73 when good ol' CN featured the immortal "Killer Honda?" and promised, in their infinite benevolence, to give it away as first prize in yet another squid contest? It never happened, buddy boy!

Oh, this wasn't just another turkey project bike. No, the "Killer" was the ultimate. It had the aggregate qualities of the torque of Mt. Everest, the power of a slightly over-carbureted Tote Gote and the legendary handling of a bookmobile. (Gordon Jennings, eat your heart out.)

I'm sure both CN subscribers spent more than $2.43 to ensure good ol' CN would continue to arrive weekly so they could be in on the biggie contest. If this is the way you plan to get subscription renewals may a diseased yak leave a present in your Full Bores.

Don't try to tell us some nurd staffer stacked up the "Killer" while lapping DeCoster, either. We know the "Killer" lives because it graced the cover of the April 9, 1974 issue of good ol' CN which was disguised as the non-descript "Moto-monthly Magazine."

If you guys ever come up with a Killer Kontest I'll be glad to donate what is possibly the only machine in existence which dare challenge the "Killer." It's the ominous Mono-shocker Lambretta 125 F of 1953. If you don't, may a hundred hairy 'hackers Hazlewood your Husky hooker.

TOM MOORE (Subscriber)
Torrance, Calif.

The huskiest hooker we ever saw was Big Bertha in Hamburg last year. Not only did we not figure out a Honda giveaway contest, we haven't picked a winner in our "Donkey Caption" contest with the fabulous $5 first prize. But we're working on it. We've seen pictures of the dreaded monoshock Lambretta in "Motociclismo" but never dreamed it would be available in this country. We accept the challenge — soon as we get Killer Honda running . . . Ed.

BX

Why don't you start getting into bicycle moto-x? After all, we do a hard day's work peddling. You could contribute a page or so of pictures and writings about us bikers and get one of the staff dudes to go to the races. They're a lot of fun. There are a lot of us out here who read *Cycle News*, and there would be a lot more if you had a weekly section on BX.

ELLIOT MIUS
Los Angeles, Calif.

We helped get it started, but now we just don't have the spare space . . . Ed.

Never?

How come I never see any coverage of DRA desert races? Everything in this whole paper is on motocross, D-37 races, speedway, or TTs.

They're a hell of a lot of us who ride DRA and CRC races.

How come no coverage?

E. A. MUNDY
Pomona, Calif.

We just had another letter asking why DRA gets such good coverage and D-37 gets such "terrible" coverage. Are you sure you read Cycle News? . . . Ed.

False advertising

On June 28 my son raced in a motocross race at OCIR. There were two guys out there taking pictures. They said they worked for Cycle News. I paid them $2.50 to have a picture taken of my son in the race. They said I would get the photo in the mail.

I haven't gotten it. I would like to hear from Cycle News about this.

EARL HANNEMAN
Garden Grove, Calif.

The employees of Cycle News, Inc. are listed in the masthead on the letters page of each issue. Some freelancers sell us photos or stories. They are not entitled to represent their photos as products of Cycle News, Inc. If we catch someone doing so, we will stop using their material in the paper and will invalidate their credentials . . . Ed.

Starting

After being a spectator at the recent short track series held in Oakdale, Calif., I have been left with some mixed feelings. It is a super short track and the program, on the whole, is well organized. The problem seems to be the starter. In my opinion he does not seem to be meeting his responsibilities as a District 36 official. He is lacking in consistency and tends to show favoritism towards a few local Expert riders.

Granted, being a starter is not an easy job, but if you're going to do it, do it right! Give all the riders the same chance at the line, and help to contribute to a super short track program.

KATHE KOLODZIESKI
San Jose, Calif.

Powder Puff

I am anticipating a trip to the L.A. area to do some motocross racing. I missed the Powder Puff National as I found out too late. I am told I am No. One Northern CA CMC Powder Puff.

As I will only have a short time in the L.A. area I would like to hit as many Powder Puff races as possible. Any information I can obtain will be well appreciated.

JAN PARKER
C.M.C. North No. 162
35807 Bettencourt St.
Newark, Calif.
94560 791-0971

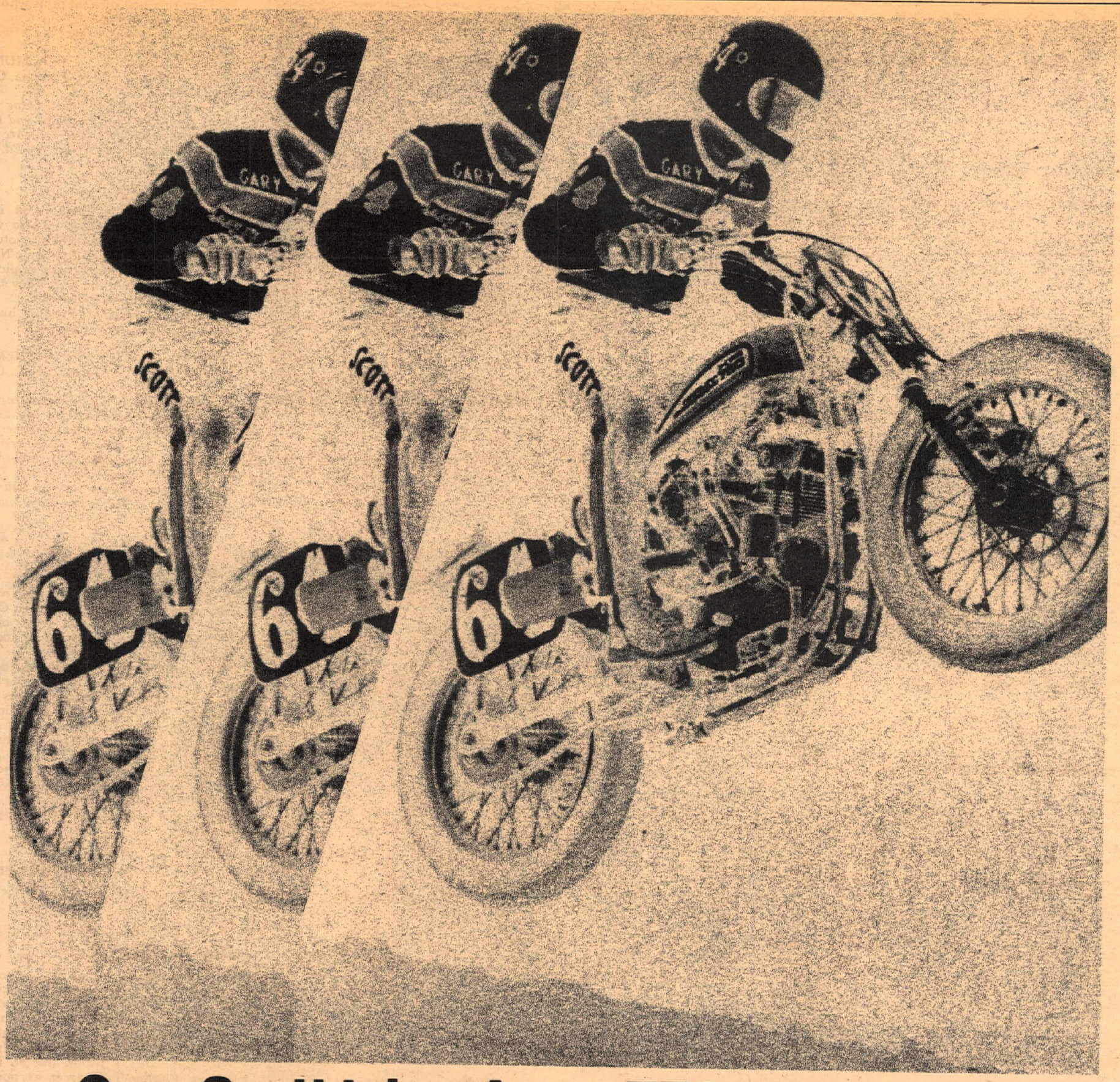
Burgener answers, Tunney doesn't

Recently you asked for letters to be written to Congressman Clair W. Burgener and Senator John Tunney concerning the extradition of Rolf Tibblin. Immediately I wrote both, and I thought your readers might be interested to know that Clair Burgener answered my letter almost immediately. As I live one hell of a long way from San Diego, I thought this was fantastic. Those of you in the 42nd district of California must have a good representative in Congress.

By the way, Senator Tunney did not bother to answer at all — does that tell you anthing?

JOHN McALPINE
Vice President, U.S. GP Boots
Nashville, Tenn.

We aren't surprised. What really gets us is when Tunney says he answers his mail when he actually doesn't. See page 16 . . . Ed.



Gary Scott takes Ascot TT in 19:36 minutes – his 3rd Dirt Track National in a row – and the longest winning streak in 13 years!

HARLEY-DAVIDSON

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Roberts blows them

Next year, everybody will want raggedy knees.

By John Ulrich & Lane Campbell

MONTEREY, CAL., JULY 27-28

Yamaha's Ken Roberts was first out of the start and first across the finish of today's Kawasaki Superbike AMA National road race.

Between the start and finish of the 75 mile Expert race run on Laguna Seca's twisty tarmac, all Ken did was lengthen his lead over second place Yvon DuHamel (Kaw). Roberts never slowed, never erred, and never looked better as he knifed through the curves of the infamous corkscrew and scorched down the straights before thousands of fans lining the oak-dotted hillsides surrounding the rustic track. Kenny had won his Heat race, too, except in that one Yvon started with the lead and came close to getting it back in a strong charge on the last lap. But in the National . . . no way.

Steve Baker was second off the line, only to be moved back two positions by Gene Romero (Yam) and DuHamel before the end of the second lap. Baker would gradually keep getting passed until he stabilized around eighth place. When 3/4 of the race was through, Baker coasted up the hill leading to the corkscrew with a dead engine for a DNF.

DuHamel pressured Romero as they raced five seconds behind Roberts. On lap eight of the 40 lap race Yvon pressed enough to quickly pass Romero's faster Yamaha and futilely seek to catch Roberts. DuHamel's right hand, injured in an early practice session get off, didn't seem to affect his performance.

As Romero moved back one slot, Paul Smart (Suz) moved up two. Smart hung hot on Romero's tail for the rest of the race. Gene was successful in holding back Smart's frequent charges, although he almost blew it exiting the last turn of the last lap — a showy wheelie in sight of the checkered flag came close to being the break Smart was waiting for. Romero caught on and gassed it before Paul could exploit the error.

Scott slammed the 750 Harley's fairing to the pavement on both sides in his effort to catch the two strokes.

LANE CAMPBELL

As the first four places maintained, (Romero and Smart running 11-14 seconds behind DuHamel, who was 13 seconds down on Roberts after the half way point), Pat Evans (Yam) held his own in fifth throughout the race.

Steve McLaughlin (Yam) pulled off on lap 17 with sheared sprocket bolts. He was running eighth at the time.

Dave Aldana (Yam) who had surprised everyone by leading Romero much of the way in their Heat race, had moved up to sixth about lap 30 and was leading Cliff Carr (Suz) until Carr's water cooler started to go away (engine problems). Both had passed riders like crazy on the way up. Carr finished.

Australia's Greg Hansford (Kaw) finished seventh behind Aldana, with Gary Scott and his Harley-Davidson, rear tire worn to a frazzle and not holding as it should. Scott had done wonders with the big, slow H-D (slow compared to the Yamahas), passing faster bikes by shear bravery and skill. Phil McDonald (Yam) had held off Scott for a long time, then got passed in turn nine on one lap. McDonald gassed it up and smoked away from Scott along the straight. But in turn two, Gary stuffed the blaring four stroke inside McDonald and must have made an impression. McDonald never passed Scott on a straight again.

Every time Scott wailed through the crokscrew, spectators could hear his fairing grounding. He sure wasn't eighth for lack of trying.

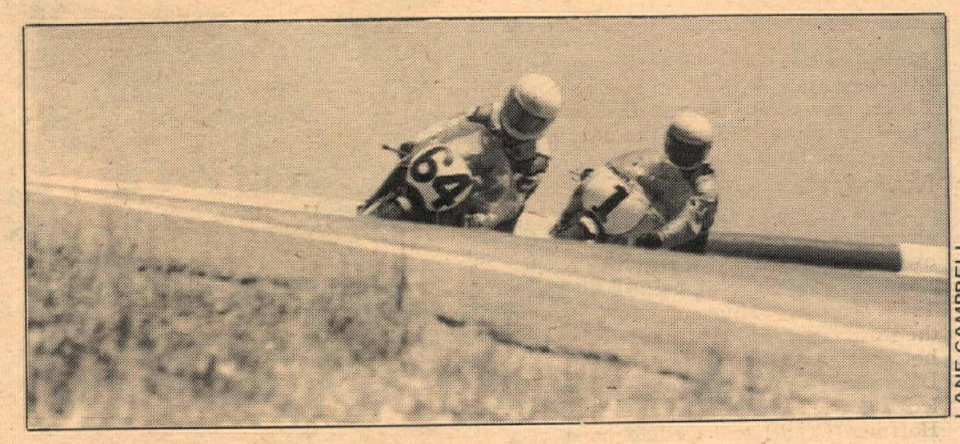
Roberts was so good, so smooth, so predictable it didn't seem like much of a big deal when he won. It gets that way sometimes, but it doesn't change one thing: Roberts is good.

Expert/Junior Lightweight Combined

In a race that had been built up as a classic Gary Scott (H-D)/Ken Roberts (Yam) confrontation, the defending champion lapped everybody but Scott, teammate Don Castro, and first-year Expert Pat Evans to take the Final by 12 seconds over his old rival. Often appearing to ride on the ragged edge, but never quite out of control, Ken gained a half-second or less per lap over Scott to slowly and consistantly pull away after a brief, fierce first-lap dice.

The Yamaha crew came loaded for bear, with a TZ250 on Goodyear slicks for Roberts, similar machines carrying Dunlops for Castro and Romero, plus a spare TZ250 shod with Dunlops (On the off chance it might rain?). Scott was expected to be quite competitive in this class on Harley's new Aermacchi-developed RR-250 waterpumper, also shod with Goodyears.

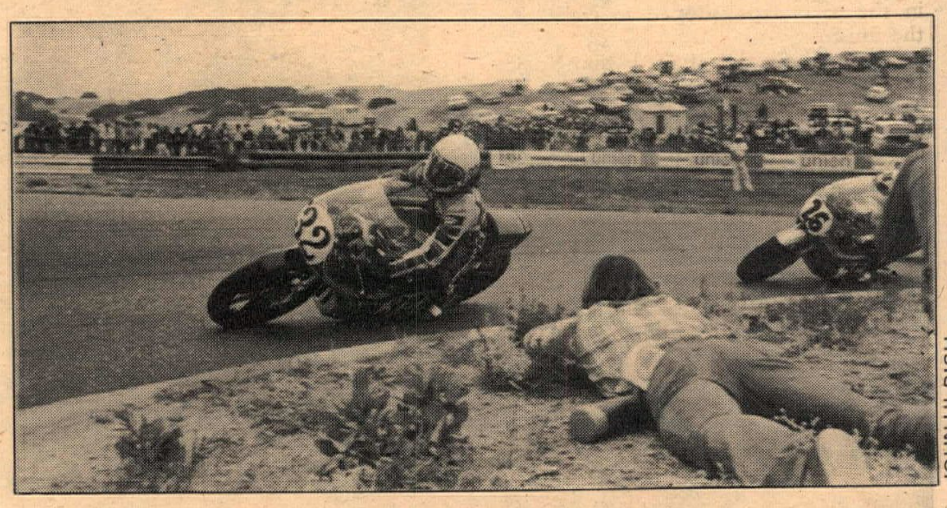
Roberts and Scott set the tone in their qualifier by running a close one-two far out ahead of Dave Smith and Pat Evans. Burrito (probably without realizing it) nailed a two foot jackrabbit that tried to outrace him across the track during practice. While hungry bodysnatchers with a taste for rabbit stew hunted for the carcass (Sorry fellas, the corner crew got it



LANE CAMPBELL

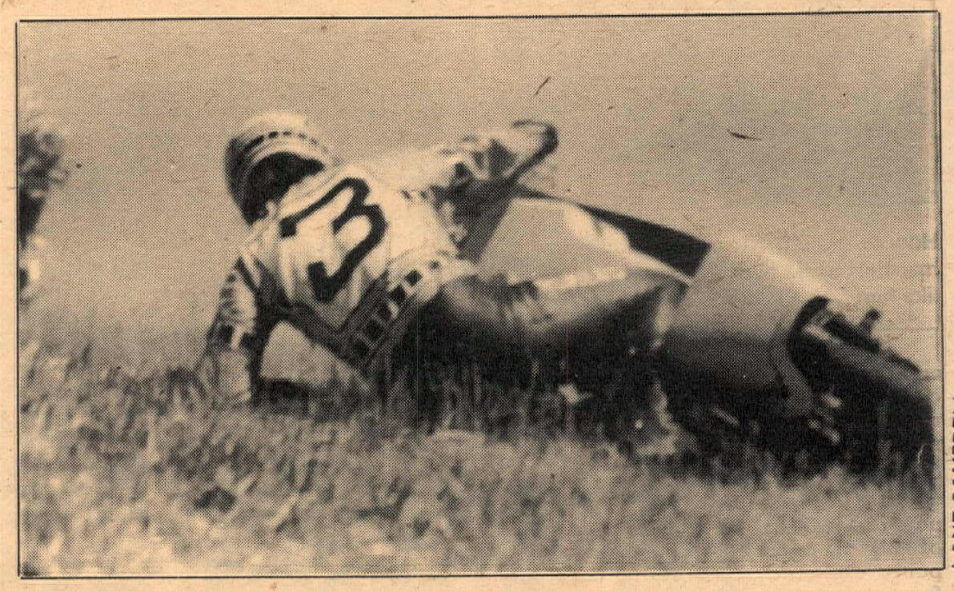
Scott and Roberts burst over the crest at Turn Six together at the start of the Junior/Expert.

Steve Baker (Yam) leads Cliff Carr (Suz) through turn nine in their qualifier as a photographer sticks his lens out.



JOHN ULRICH

Not exactly splendor in the grass. Gene Romero gets green stains on his TZ-250, ending a classic race-within-a-race.



LANE CAMPBELL

first), Romero took his qualifier with teammate Castro (on the mend at last) for a shadow.

Everyone who finished the qualifiers made the grid for the Final, with Roberts, Scott, Castro, Romero on the front row. The whole mob unwound like a coiled spring off the line, with Scott first away, Roberts tucked right behind, and Castro/Romero fighting traffic. Roberts nipped by briefly in the fast sweepers before the hill, but Scott got a wheel past him up the hill and was just tucked ahead coming down the Corkscrew.

Next lap, Roberts again eased by after the start/finish. Castro and Romero had by this time worked free, and began to draft each other back and forth for the next twelve laps. Behind them, at an appreciable distance, Pat Evans, Dave Smith, Mike Devlin, and Mike Clarke hung together in a tight group.

Almost at mid-race, Romero threw it away right at the top of the hill, hooking through Turn Six just to the outside of Castro. He was up immediately, grabbed the bike, and re-started, nursing it down the hill to the pits (where he was advised to pack it in and save the adrenilin for the morrow.)

After Romero fell, Castro continued to circulate by his lonesome, picking off back-markers at will, as Roberts, turning consistant 1:15s continued to pull evenly away from Scott. Both Ken and Don were hanging off their TZ's quite dramatically through the corkscrew, while Gary Scott rode the RR-250 tucked in tight. (Different styles demanded by different machines?) The new Harley seemed to handle very precisely, but was not pulling the Yamahas through the horsepower sections of the course.

Far, far behind the leaders, Pat Evans put Dave Smith behind him after Mike Clarke faded, and hung on for the dubious honor of being the last man on the same lap with Roberts at the finish. Pat Hennen worked his way past Smith just before Lap 20 to finish fifth (first

away

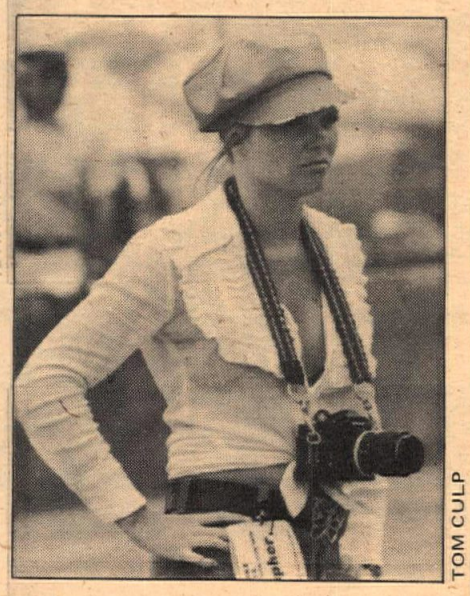
Junior), while Jody Nicholas survived a four-way dice with Ron Pierce, Steve Baker, and Walt Foster for seventh. Pierce, at ninth, brought the only other Harley into the top ten.

Novice race

Skip Aksland (Yam) of Manteca, Ca., after winning his qualifying heat, lapped over half the field, winning the Novice Final at an average of 84.06 MPH. The 1974 Daytona runner-up took over on the third lap after Murray Hoffman's holeshot lead faded. First heat winner Dale Singleton (Yam) from Dalton, Ga. led two laps, before he, too, faded. Hoffman (Yam) managed to hang in a distant second as Aksland just ran off and hid.

Ted Davidson (who also carries a heavy rep for District 36 short track) outlasted a race-long nose-to-tail dice with Richard Fuller, while Whitney Blakeslee, who had run as high as third in the early laps, slipped to eighth by the finish.

Dave Garoutte stuffed his Honda (the only four stroke entered) into the Turn Nine wall hard enough to waste the front end, during practice. Dave got up shaken but virtually unhurt. Several times during the Novice Final, the track



TOM CULP

How to avoid getting hassled by turn marshals while taking pictures: look like her.

ambulance was called out onto the course (causing some flap among the racers) but no hospital runs were needed.

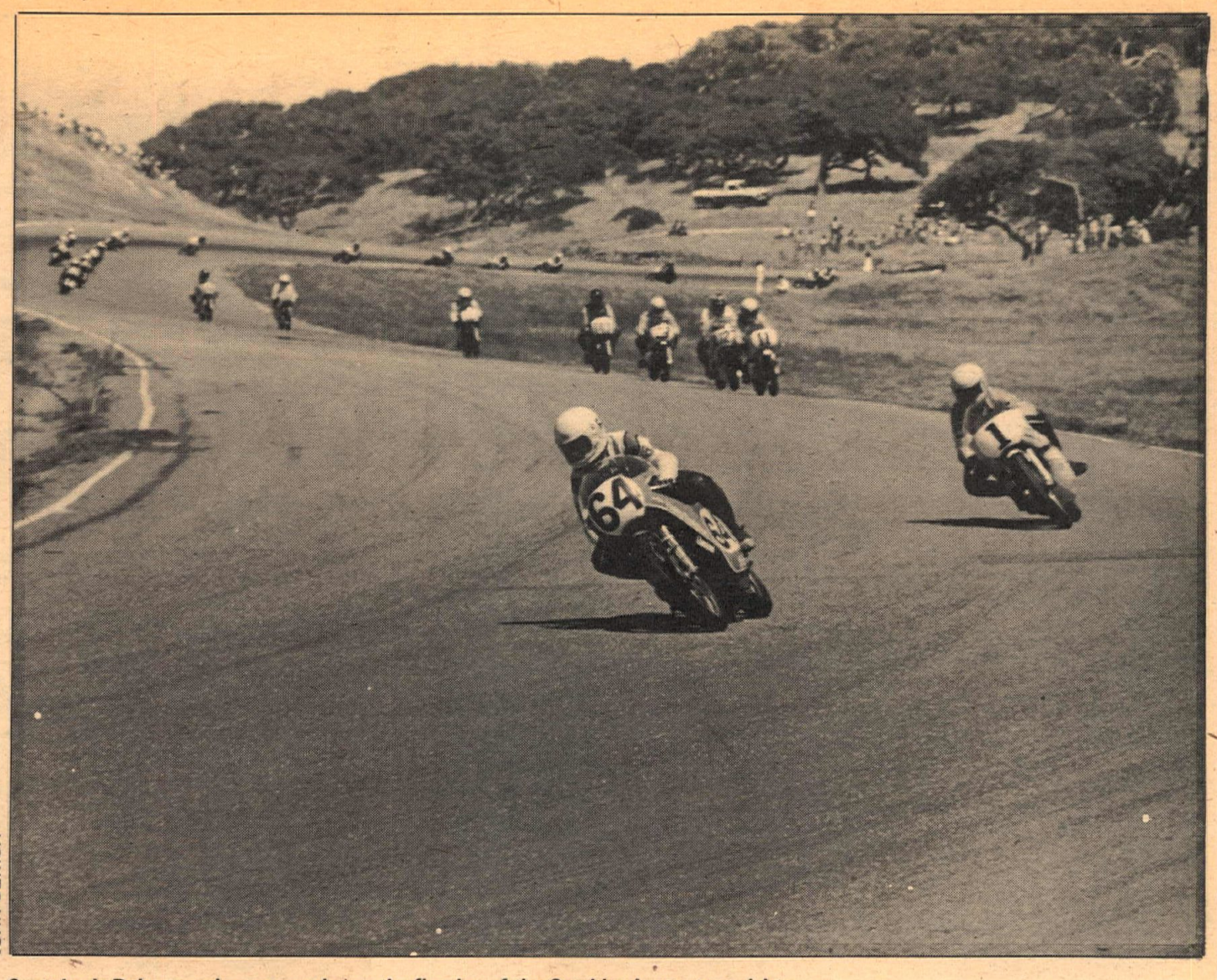
Junior race

Pat Hennen (Yam) can put another notch in his belt with the 1974 running of Laguna Seca. He and Larry Bleil pulled everybody else off the line, and from then on, Hennen just continued to stretch it out, turning consistent 1:18's lap after lap.

Bleil had a more difficult time hanging in for second, spending the first half of the Junior Final chasing heat winner Walt Foster. He briefly pulled Foster on laps four and five, got passed the next lap, had Foster nobble him in Turn Nine, blew him away on the front straight, then came around trailing and continued the grim chase. Larry's patience paid off, as Foster apparently seized and crashed at the top of the Corkscrew.

Alan Barbic got around on the first lap in third position, only to lose it to Phil Frank, going over the hill. Barbic circulated in that spot until dropping off the pace shortly after mid race.

Ed Eaton passed Wade Killen on lap five and hung in for fourth. Killen, in turn, had to untangle Wes Cooley from his bodywork before he could continue on. Coming into Turn Nine, Cooley (who was working his way through the pack after a rotten start) locked up both wheels, lost it, let off the brakes to



JOHN ULRICH

Scott leads Roberts and everyone else on the first lap of the Combined race, turn eight.

straighten out, and got highsided into Killen, dragging Killen off with him as he hooked his leg on Killen's bike. Wade spent precious seconds disengaging Cooley, restarted, finished eighth.

Frank Juhan put on the show for the front straight troops, alternately wheelie-ing down the chute and/or almost losing it in Turn Nine. Some of his antics lost him some time. He diced briefly with John Talarico and Dennis Pegelow after being passed by Richard Seifried, then settled down, pulled clear, and finished seventh.

Hennen must have been watching Juhan's antics while lapping him, as he took both the white flag and the checker on the rear wheel. Bleil finished in a manner befitting his advancing age (he's over 21, and got a moustache, already). Larry and Papa Charlie were arm-in-arm in the winner's circle, figuring the Delray Flash had maybe put Florida on the map (finally) by putting away all the California boys except Hennen.

Junior winner Pat Hennen wheelies his cares away. Winning feels so good.

LANE CAMPBELL

Pat, he just smiled and thanked his sponsor.

Lightweight Production

Wes Cooley (Yam) won the Lightweight Production race after a constant back-and-forth battle with Robert Tigert (Yam). It looked as if Tigert had it won until he fell down in turn nine heading for the white flag signifying the last lap. Cooley scooted by (along with the pack) and the win was his. Tigert got a DNF.

Open Production

Steve McLaughlin (Kaw) blasted his way into the lead at the start of the Open Production race, hotly persued by Reg Pridmore (BMW) and Yvon DuHamel (Kaw). DuHamel out-braved Pridmore and McLaughlin to take over the lead on lap two, just holding it on longer in a downhill section as the group of three quickly moved away from fourth place Marty Lunde (BMW) and everyone else. Then McLaughlin got by DuHamel to regain the lead, followed by Pridmore moving past Yvon one half lap later. Suddenly McLaughlin dropped back into third, Pridmore and DuHamel sped away, and Steve pulled into the pits.

A few laps later Pridmore's bike quit. He later hypothesized that a coil had cracked un-noticed when he crashed in practice, later to fail under vibration during the race.

DuHamel found himself the leader, made no mistakes, and cruised in, his Yoshimura Kawasaki smoking vigorously, about 15 seconds ahead of second place Marty Lunde. The BMW Lunde rode was a short stroke version of the R90s. The bore was increased and the stroke shortened to allow shorter cylinders to be used. The result was improved ground clearance.

Fred Walti moved his flame-adorned Kawasaki through the pack to take third.

Results

Expert Final: 1. Kenny Roberts (Yam); 2. Yvon DuHamel (Kaw); 3. Gene Romero (Suz); 4. Paul Smart (Suz); 5. Pat Evans (Yam); 6. Dave Aldana (Yam); 7. Greg Hansford (Kaw); 8. Gary Scott (H-D); 9. Warren Willing (Yam); 10. Phil McDonald (Yam); 11. Mike Clarke (Yam); 12. Cliff Carr (Suz); 13. Reg Pridmore (BMW); 14. Harry Cone (Yzm); 15. Eugene Brown (Yam); 16. Dennis Purdie (Yam); 17. John Green (Kaw); 18. George Miller (Yam); 19. Doug Libby (Yam); 20. Mike Devlin (Yam); 21. Bob Endicott (Kaw); 22. Jim Dunn (Yam).

Expert/Junior Combined Final: 1. Kenny Roberts (Yam); 2. Gary Scott (H-D); 3. Don Castro (Yam); 4. Pat Evans (Yam); 5. Pat Hennen (Yam); 6. Dave Smith (Yam); 7. Jody Nicholas; 8. Steve Baker (Yam); 9. Ron Pierce (H-D); 10. Walt Foster (Yam).

Junior Final: 1. Pat Hennen (Yam); 2. Larry Bleil (Yam); 3. Phil Frank (Yam); 4. Ed Eaton (Yam); 5. Steve Mallonee (Yam); 6. Richard Seifried (Yam); 7. Frank Juhan (Yam); 8. Wade Killen (Yam); 9. John Talarico (Yam); 10. Leslie Johnson (Yam); 11. Jack Nash (Yam); 12. Dennis Pegelow (Yam); 13. Mike Wenzel (Yam); 14. Alan Barbic (Yam); 15. Larry Lee (Yam); 16. Mark Leslie (Yam); 17. Wes Cooley (Yam); 18. Walt Foster (Yam); 19. Dean Cleeton (Yam); 20. William Forrest (Yam).

Novice Final: 1. Skip Aksland (Yam); 2. Murray Hoffman (Yam); 3. Ted Davidson (Yam); 4. Richard Fuller (Yam); 5. Darrell Lee (Yam); 6. Gerald Pels (Yam); 7. Eric Paloheimo (Yam); 8. Whitney Blakeslee (Yam); 9. Kent Rockwell (Yam); 10. Steve Souter (Yam).

Lightweight Production: 1,Wes Cooley (Yam); 2,Alan Barbic (Yam); 3,Fred Walti (Yam); 4,Tip McPartland (Kaw); 5, Loren McCreary (Yam); 6, Quentin Hogan (Kaw); 7,Gene Hornot (Yam);8,Steve Souter (Kaw); 9,Ralph Grossman (Yam).

• Open Production: 1. Yvon DuHamel (Kaw); 2. Marty Lunde (BMW); 3. Fred Walti (Kaw); 4. Justius Taylor (BMW); 5. Cook Neilson (Duc); 6. Bob Crossman (Kaw); 7. Eugene Brown (Kaw); 8. Edward Unini (Hon); 9. Phil Frank (Yam); 10. Stephen Lange (Kaw).

Novice Skip Aksland down the corkscrew. No contest, this time.

LANE CAMPBELL

Biggest Baja bike bash ever

A. C. Bakken winning — with a little help from his friends, like Mitch Mayes.

Mitch Mayes, A. C. Bakken beat the cars for overall win

By John Huetter

BAJA CAL., MEXICO, JULY 26-27

Husqvarna played their Baja racing theme song: "One more time, gimme one more time" while Mitch Mayes and A.C. Bakken

gassed it as their bike won the S.C.O.R.E. Baja Internacional overall and "bikers" took the first six places in a race around the peninsula that was 99% dirt and 100% tight and fast.

Not all of those "bikers" were on two wheels. Former D-37 desert racer Bobby Ferro was third overall on elapsed time in an SS-1 and Malcolm Smith teamed up in another buggy contraption to take fifth overall and second four-wheeled thing.

Even more amazing, and certainly a mind-blowing trip for Danny Robinson and Steve Sterner, was their privateer effort with a bike built out of Competition Cycles. It was good enough for second overall, beating out all the cars and being beat only by go-fasts Mayes and Bakken. Those two Huskies also accounted for first and second Open class bikes. First 250 was a two-stroke 250 Honda piloted by Al Baker and Steve Holladay.

Nils-Arne Nilsson nursed a destroyed rear wheel into the halfway point, riding the 125 Husky very gently, but he and Mickey Quade still combined to win the 125 class against a very large and relatively talented class of small-bore riders. Private efforts were second in both of these classes, too. Adent and Messer (Pen) in the 250; Jasper and Padilla (Hus) in the 125.

In the impound area the night before, everybody was repeating the rumor that S.C.O.R.E. International president Mickey Thompson had upped his bet that a bike would win overall to $2000. He must have felt confident in that prediction, in part, because it is the nature of these Baja races that the promoter can determine what or who will win, within a broad category of vehicle and talent, by the nature of the course and what the specific rules of the race are, such as rider trade-off and allowed repairs.

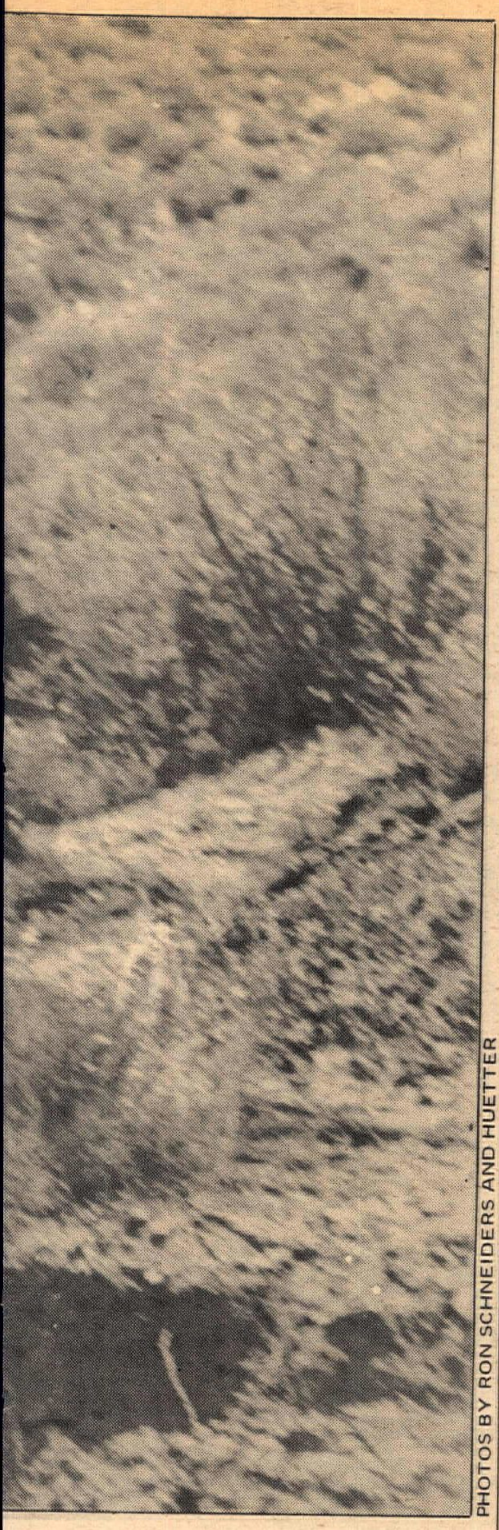
Based on parts of the course observed first-hand, the tightness of the trail, particularly up in the central highlands of Baja made the difference which allowed the Mayes-Bakken duo to build the critical five minutes over fast Bobby Ferro, netting the first overall motorcycle win since the first running of a Baja event. It was once again an *off*-road race.

The bikes left, (two each minute), early in the already-warm Mexican morning. Al Baker led initially, twisting through the dust around the Santo Tomas vineyards down to the Pacific coast, through the furnace heat of rocky canyons and back near the coast again — on to the beach. But by Camalu, Mitch had taken the lead. Husqvarna chose the available option of trading off riders at this point so that A.C. Bakken came into Mike's Sky Rancho for the mandatory one hour downtime for repair with a massive lead of .07 second.

The private team of Sterner and Robinson had also been on the throttle of their Husqvarna just a little bit and were tied to the tenth of a second at the halfway point. The difference between these two bikes some 200 miles later at the finish was a whole minute, after 395 miles of racing. (The course had been shortened somewhat to eliminate the last stretch of pavement where hitting a spectator was more likely. As it was, Parnelli Jones, a many time Baja and Indy winner, hit a motorcycling spectator who was riding backward on the course and killed him. Jones withdrew from the race.)

The absence of long stretches of engine-eating pavement that plagued former Baja runs may have been the reason the two-stroke single-cylinder

Nils-Arne Nilsson nursing a destroyed rear wheel into the halfway point. He went on to win the 125 class a few hours later.

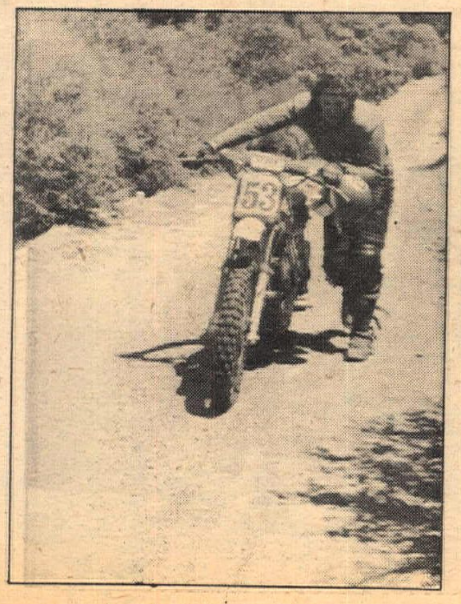


PHOTOS BY RON SCHNEIDERS AND HUETTER

machines were able to so thoroughly dominate what has traditionally been racing that favors cars or longer-lived four-strokes. There were surprisingly few thumpers that made it to the halfway point for bike and rider R&R.

A notable and almost always constant exception was, of course, the 750 Triumph twin of the Dempsey brothers. They were eventually to finish 13th in class which was not as near the bottom of the list as it might sound. By unofficial count, a remarkable 44 bikes

Gary Hymes pushing a seized, flat-tired, broken-shocked, broken frame parts collection into a checkpoint.



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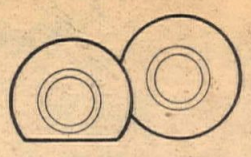

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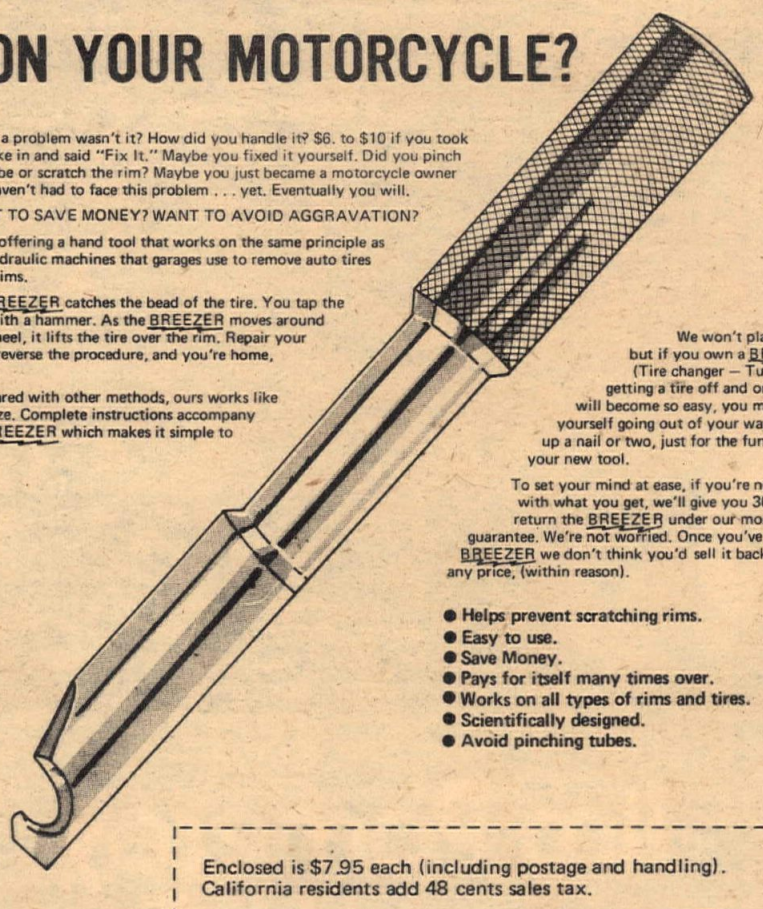

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Danny Robinson on his long, dusty way to second – shared with Steve Sterner. One helluva privateer/shop effort. They probably made expenses.

out of the over 60 entered eventually finished the Baja Internacional.

The two-wheeled machines seemed more "together," more suited to this event, even when up against mind-boggling megabuck efforts such as Bill Stroppe's Ford racing team. They had a complete racetrack semi-trailer and two fuel trucks plunked down several hundred miles out in the middle of nowhere, complete with a private P.A. system for ordering the multiple pit crews to their "funny car" pickups and Broncos. Factory effort spelled with a $.

Contrasted with this were the privateer bikers who would come bouncing and sweating into the pits to ask hopefully, "Has anybody seen my gas can?" All the entries were running for the same overall positions and purse money, but sometimes the competition just isn't meaningful.

Admittedly, the official Husqvarna effort was not exactly small time. It paid off with 10 out of the 12 bikes due to use the Husky team pits finishing the event. Squarehead Swede Klaus Nilsson came out of boat-building retirement to prepare and work on the two major Husky West efforts supported by Bob "Baja Bear" Evans at the halfway point as they did everything necessary, apparently, to get their scooters to the finish, including re-jetting for altitude. Their reward was an overall win backed up with a fourth overall by another 400 Husky ridden by Howard Utsey and Bob Grossi, who was making his Baja debut and looked to be liking it.

Early 125 leader Preston Petty, who teamed with Dick Miller to win the 125 class in the last Baja run on a two-stroke Honda, was out with a crank that suffered a spiral fracture before Colnett. The only all-female team was temporarily down in the same stretch as a plug lead wire burned through on the pipe of the Holley-McGee Husqvarna 125. They got going again to finish eighth 125 enduring another set of problems that were representative of what happened to most Baja Internacional entries.

There are a thousand more stories based on the personal tragedies and triumphs of the record number of motorcycle entries in this tough, quick charge through the mountains and canyons of Baja California, a place that gets no smoother even as it gets more developed. Beyond all these personal agonies and good feelings of achievement, the first Baja Internacional will be remembered by off-road racers as "the one a bike won overall."

After seeing the incredible efforts of some of the four-wheel entries (which bordered on wretched excess) and knowing that a couple of guys backed by a couple of vans and lots of knowledge had beaten them all with basically well-prepared stock-framed bikes, well, if you rode motorcycles it kind of made you grin inside. •

Results

OVERALL WINNER: Mitch Mayes/A.C. Bakken (Hus) 8.07.41.

125 CLASS: 1. Nils-Arne Nilsson/Mickey Quade (Hus). 2. Jim Jasper/Joe Padilla (Hus). 3. Andy Kirker/Larry Roeseler (Yam). 4. Jim Halbert/Bill Halbert (Pen).

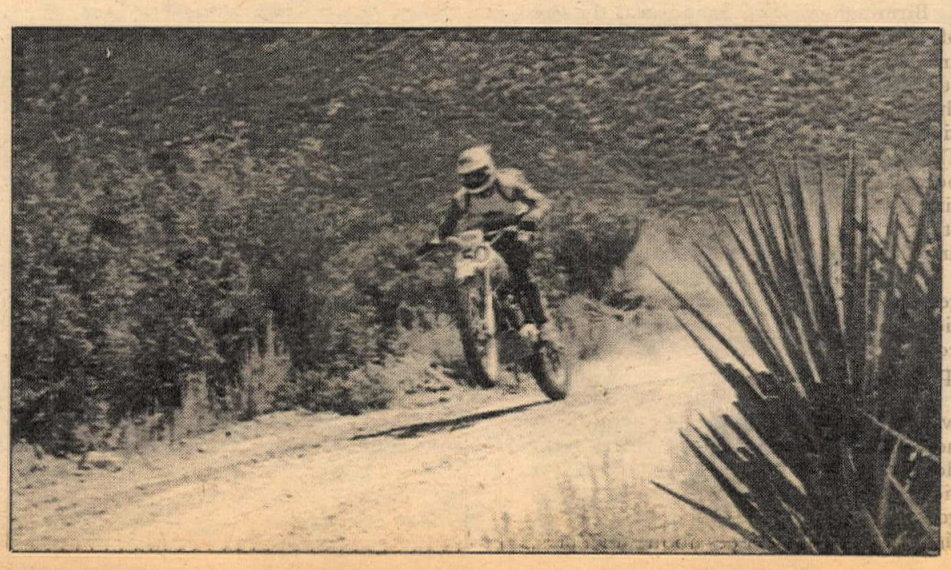
250 CLASS: 1. Al Baker/Steve Holladay (Hon). 2. Mark Adent/Bob Messer (Pen). 3. John Bilkey/Bob McAllister (Yam). 4. Chris Bartlett/Jeff Blix (Pen).

OPEN CLASS: 1. A.C. Bakken/Mitch Mayes (Hus). 2. Danny Robinson/Steve Sterner (Hus). 3. Howard Utsey/Bob Grossi (Hus). 4. Niles Ussery/Dick Vick (Hus).

OVERALL POSITIONS: 1. Bakken/Mayes (Hus). 2. Robinson/Sterner (Hus). 3. Bobby Ferro (4w). 4. Utsey/Grossi (Hus). 5. Malcolm Smith/Bud Feldkamp (4w). 6. Baker/Holladay (Hon).

A.C. waits to go up through the piney woods to Valle de Trinidad and total victory.

Mark Adent gasses the Penton north to finish second 250.



PHOTOS BY DALE BROWN

Expert class winner Brian Ramocinski splashes while second place Rich Langosh flies. Both are behind BX R&D consultant and general fast dude Scott Breithaupt, but he was disqualified on a technicality. Everyone behind them got disqualified, too — for cheating.

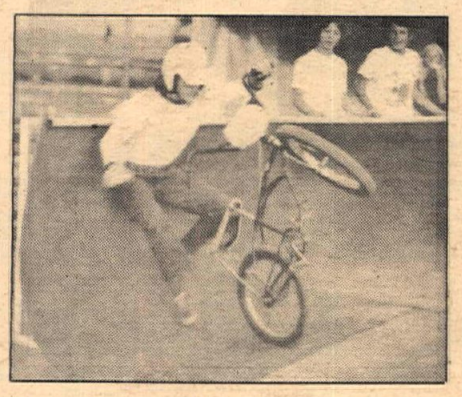
The silent Superbowl

900 crazy kids on moto-bikes

By Dale Brown

VAN NUYS, CAL., JULY 20
Brian Ramocinski (Ex), David Clinton (Jr) and Bobby Watts (Nov) were the winners of the first in a series of Yamaha Gold Cup Bicycle Motocross races.

There will be two more eliminations leading to a final event in the Coliseum in September.



Yes, they have BX crashes, but they don't happen with as much noise or pain.

Birmingham High School was the site of the scenario, with the track laid out around the quarter mile oval. The starting area led around the turn and then the track narrowed down to a zig-zag section along the back straight. Then a couple of jumps, two carpeted berms and then into the waterhole (a six-foot trough) and a short finishing straight. That's what one lap went like and that's as long as any race lasted.

After an afternoon spent qualifying, getting technically inspected, etc., fifty riders in each class were ready to compete for the fifteen main event spots.

Since the track was narrow, the start was all-important for the five semi-finals held in each class. Lots of riders went down but there were no injuries. One rider who took it on the chin (literally) got up to finish third and qualify for the final. One thing nice about bicycles, they don't foul plugs or load up after you crash.

Taking a lesson from Media-Max, the organizers managed to drag out the interval between the semis and the mains with a poorly organized "slow wheelie contest." The winner was the last person across the finish line with his front wheel still in the air. Nobody seemed to know what was going on. Haystack Whitlock won, unofficially.

The Novice and the Junior Mains went smoothly enough, with Bobby Watts winning the Novice contest and David Clinton beating the Juniors. Clinton's inclusion in the Junior class seemed a little unfair, since he set the fastest lap time of the night and reportedly can press 530 pounds with his legs. The riders were classified by weight and age because a definitive rider classification system is lacking.

The Expert Main was a close contest until a big pileup in the second turn. Cycle News sponsored Scott Breithaupt, the pre-race favorite and one of the few "name" stars in this young sport, emerged unscathed and won it going away. He was disqualified because he turned 17 last week and the race was for up to 16-year-olds. (He was 16 when he pre-entered.)

A storm of protests ensued, with several riders being accused of cutting the course. After about 30 minutes of haggling, the results were allowed to stand as far as the first two riders (not counting Breithaupt) were concerned. Everyone else was disqualified for jumping hay bales.

The Overall winners in each class received new Yamaha Moto Bikes and the top three from each class (except in the Expert class) advanced to the Finals in September. ●

Results in the Results Section.

Yahoo! A bunch of Novices pedal it through a hay-bale equipped turn. Local MX courses should be so safety-oriented.

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8 1/16"	215 x 14	78 lb.	For medium bikes to 500cc Solo Sports Riding	76F-1282, 76F-1277, 76F-1250SP1, 76F-1296 — With KONI spacer #76.29.11 020.0 (10mm), 76F-1302 without spacer
8 1/16"	215 x 20	112 lb.	For bikes with two up or big bikes with one rider	76F-1282, 76F-1277, 76F-1250SP1, 76F-1296 — With KONI spacer #76.29.11 020.0 (10mm), 76F-1302 without spacer
8 11/16"	220 x 11	62 lb.	Good for Off-The-Road	76F-1282, 76F-1277, 76F-1250SP1,
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9½"	240 x 95	52 lb.	Good for Off-The-Road only	76F-1283, 76F-1349
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Velky Nails InterAMA Motocross Title

Tim Hart wins U.S. 125 World Cup-almost-a-GP

By Charles Morey

SPRINGFIELD, N.Y., JULY 28

"American wins European Cup Event and European tops Americans Series" might be the headline in your local paper sports pages, if it happens to be aware of motocross. But it probably isn't, so instead of summarizing it that bluntly, let's take a closer look at what happened.

Californian Tim Hart won the U.S. round of 125cc FIM World Cup by compiling 1-2 finishes in the 45 minute moto events, part of the world series for smallbores. Tim's Yamaha led three American Honda riders Mickey Boone, Bruce McDougal, and new National Champ Marty Smith. First European was Torbjorn Winzell (Hus) in sixth place.

The European that won the American series was Zdenek Velky (CZ). Velky's teammate on the CZ team, Jaroslav Falta, had held the series lead until this final round; but Falta was recalled to fulfill another racing commitment across the Atlantic and did not compete in the final InterAMA round at Zoar Motocross Park.

Mike Hartwig looked unbeatable til his monoshock went belly-up and Zdenek Velky cruised by for the final InterAMA win and the Overall title. And a month ago, nobody could pronounce his name. Probably still can't.

PHOTOS BY JANET SCHMIEDLIN

125 World Cup

World Cup Series leaders, Andre Malherbe and Fritz Schneider on the famous Zundapp works bikes were noticeably absent from the starting line-up, as was Husky teamster Gilbert DeRoover, swift Honda rider Werner Von Ah, and almost every other big name 125 competitor from the continent. Only two non-Americans appear in the 19 finishers: Torbjorn Winzell in sixth and Englishman Louis Delve back in 12th. Fortunately, there is no shortage of talent among our 125 riders. The National caliber meeting kept the ordinary spectator on his feet and cheering the whole time.

Honda rider Mark Tyer, one of the quick young Californians, grabbed an early lead in the first 125 moto. Jimmie Ellis had his CanAm working, however, and in the first few laps passed Bruce McDougal to close on Tyer. Then, once again, Ellis' notorious bad luck shot him down. His spark plug broke inside the cylinder. Although it still generated a hint of random spark, the power was gone. Ellis faded back, then dropped out.

Tyer enjoyed his lead for another few laps before his bike seized, leaving McDougal (Hon) out in front. Meanwhile, Tim Hart and Marty Smith had been conducting their own personal duel, gradually gaining on the leader. Hart passed McDougal first; Smith followed a couple of laps later. Mickie Boone moved into fourth, followed at a distance by Torbjorn Winzell.

The first five places remained the same until the end of the first moto. Marty Smith moved in on Hart and made several attempts to pass on the last lap but settled for second.

Bruce McDougal led at the start of round two, followed by Ed Cole (Kaw), Ted Weeks (Hon), and Mickey Boone (Hon). Both Hart and Smith were occupied fighting mid-pack traffic, back around 12th place.

Jimmie Ellis came back for another try until his equipment failed again. This time it was some ignition problem other than a broken plug. By the time the halfway signal was given, Hart had pushed his way up to fourth. Mickey Boone had second place under control and was thinking seriously about catching Bruce McDougal, still in the lead. Several laps later, Boone went by. About the same time, Tim Hart stole third from Ed Cole as Marty Smith zapped Winzell to take over fifth. Boone held on to win the final moto as Hart moved passed McDougal into second and the Overall win. The top five Overall: Tim Hart (1-2) Yam; Mickey Boone (1-4) Hon; Bruce McDougal (3-3) Hon; Marty Smith (2-5) Hon; Ed Cole (6-4) Kaw.

250 InterAMA

With Falta gone, the series points race was left to Zdenek Velky and Pierre Karsmakers. Only ten points separated them going into the final round. Mike Runyard and Rex Staten, some 60-75 points back were at best outside bets to take the win.

After the first moto, however, it began to look like anything could happen. The mortality rate was ridiculous. Rex Staten performed one of his hairtrigger hole shots, shadowed by Velky, Kenny Zahrt (Bul) and Mike Hartwig (Yam) right behind. Staten held Velky to second as Hartwig slipped by Zahrt in the first two laps.

Hartwig was having one of his good days: the kind when he is unbeatable. One lap later he nailed Velky and aimed for Staten. Staten kept his Honda ahead of Hartwig's Yamaha for two laps as the pair left Velky holding a steady third. Then Staten's bike seized, placing Rex in the role of highly peeved pedestrian.

Hartwig maintained a four second lead over Velky as Texan Kent

Continued on page 15

Husky 1st Overall Baja Sweep

Overall

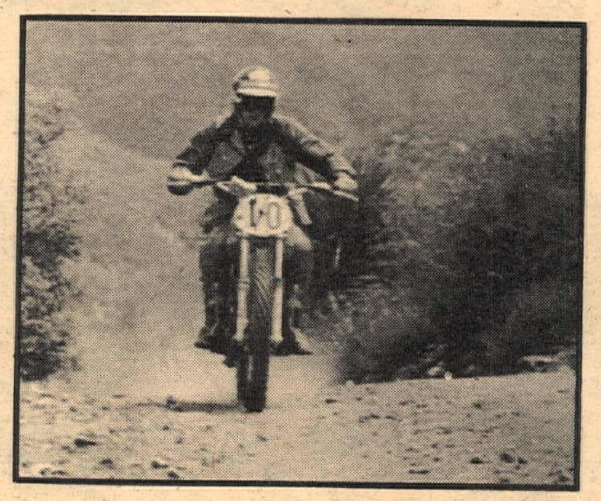
Bakken – Mayes	Hus
Robinson – Sterner	Hus
Bobby Ferro	4W
Utsey – Grossi	Hus

125 Class

Nils-Arne Nilsson – Mickey Quade	Hus
Jim Jasper – Joe Padilla	Hus

Open Class

A. C. Bakken – Mitch Mayes	Hus
Danny Robinson – Steve Sterner	Hus
Howard Utsey – Bob Grossi	Hus
Niles Ussery – Dick Vick	Hus



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PHOTOS BY ROBERT SLOAN

Winning is its own natural high. Jim Connolly knows about that. He's headed for another district No. 1 plate.

Hannon, Connolly sweep Experts as Novices get a suprise

By Bob Sloan

SANTA BARBARA, CAL., JULY 21

Over 200 D-37 riders fought a fierce fight for trophies and points.

Mike Hannon (Bul) showed off his usual all out style while setting the fastest recorded lap time for the day. He motored in for an Overall clean sweep in the Open Expert division. Mike, was contested only by second place Al Cooke (CZ).

Jim Connolly, who was third in the Open class, pulled a Hannon in his 125 Expert division by taking the win. He was followed by Danny Sanchez (Mnk) and Mike Hooperton.

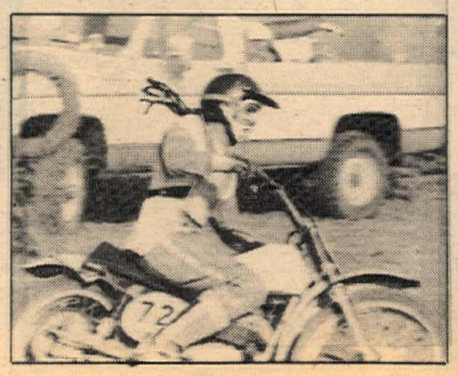
In the 250 classes today the animal award goes to Andy Segale (Hus) who in his second race jumped off the line and held off all the other riders while looking like an ape swinging through the jungle. He won Overall.

Right before the last open races went off, Doug Drake, water truck driver and general screwball, took the watertruck down to the far dropoff at the end of the straight and parked it with the water spraying off the jump. It made a good foot deep waterhole for the racers to negotiate without warning. I've never seen a more shocked look on a rider's face as when the first Open Novices came airborn over a lake which was a dustbowl in the last moto.

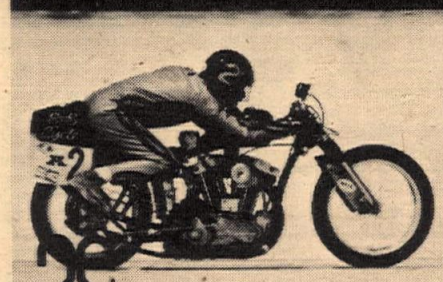
Results in the Results Section.

"Gosh, Ferdie, lookit the speedway star." "But Mortie, this is emex."

Mike Sixberry, with coffin tank, relocated/reversed shocks, and the Santa Barbara sun in his face, gets it on through the flat stuff.



THERE'S NO HOLDING HIM DOWN ON THE SALT...



...but what about the rest of the time ???

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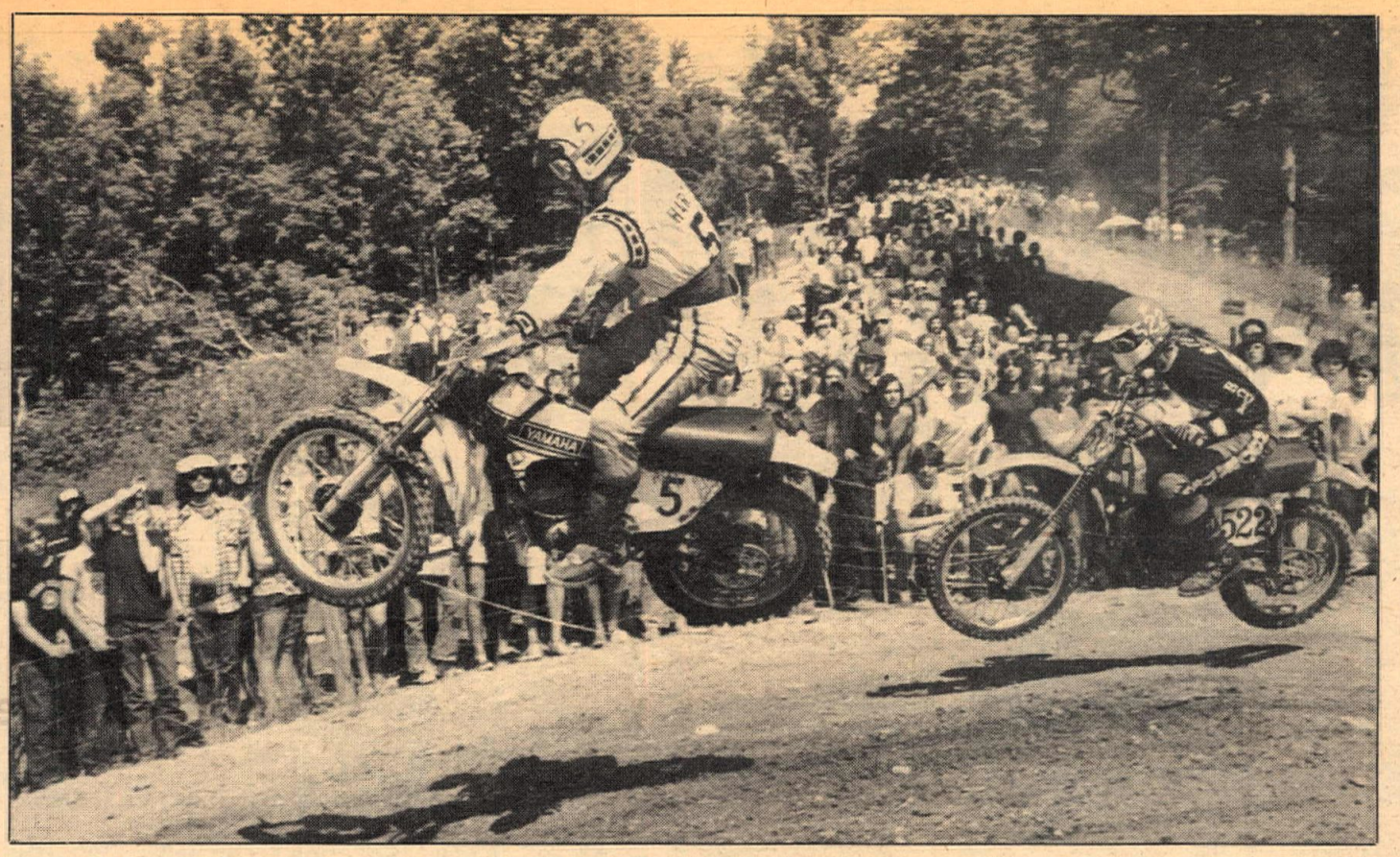


New 125 National Champ Marty Smith didn't get by high-flying Tim Hart. Tim won the U.S. round for the FIM World Cup for 125cc motocross. Congratulations.

Continued from page 12

Howerton took over third nearly 30 seconds back. Hartwig was next to go out after the Yamaha breathed dust through an overtaxed air filter and stopped, handing the lead the Velky. Jimmy Weinert (Kaw) had moved passed Zahrt and Howerton into second when his Kawasaki joined the other marques on the sidelines. Zahrt's Bul quit, too, drowned in pre-mix after the filter clogged with dust, oil and mud.

When the drop-out action slowed to the point where it was possible to establish a regular sequence of riders for one full lap at a time, Velky held almost a 45-second lead over Howerton. Semics followed in third.

Pierre Karsmakers had worked up into fourth place after being hit by another rider in turn one at the start. Karsmakers' right leg was badly bruised and required medical attention after the moto. Velky cruised on steadily to win the first moto as the three Team Husky riders changed places on the final lap. On the white flag lap, Howerton led Semics and Marty Tripes had taken fourth from Karsmakers. Semics got past Howerton for second and Tripes' Husky ran out of gas returning fourth place to Karsmakers on the last lap.

Jim Pomeroy (Bul) took the lead at the start of the second moto followed closely by Velky and Weinert. Weinert got around Velky on lap two and started pestering Pomeroy. Gary Jones (C-A) moved into fourth for his best showing of the day, but later dropped out. By now all watering efforts on the track were useless. As riders dropped off the hill into the deep valley, they disappeared into a cloud of dust until they emerged once again up the opposite embankment. Midway through the moto, Weinert squeezed past Pomeroy and went on to take the second Heat win. Combined with his push-across finish in moto one Weinert emerged ninth in the Overall standings for the day. Pomeroy held onto second easily ahead of Velky's third, followed by Semics and Howerton. Zdenek Velky topped the field Overall with a 1-3 total. Husky riders Gary Semics and Kent Howerton finished second (2-4), and third (3-5), respectively. Peter Lamppu claimed fourth for Montesa with a 7-6 score and Mike Runyard's (6-11) was good for fifth and first Suzuki. ●

Results

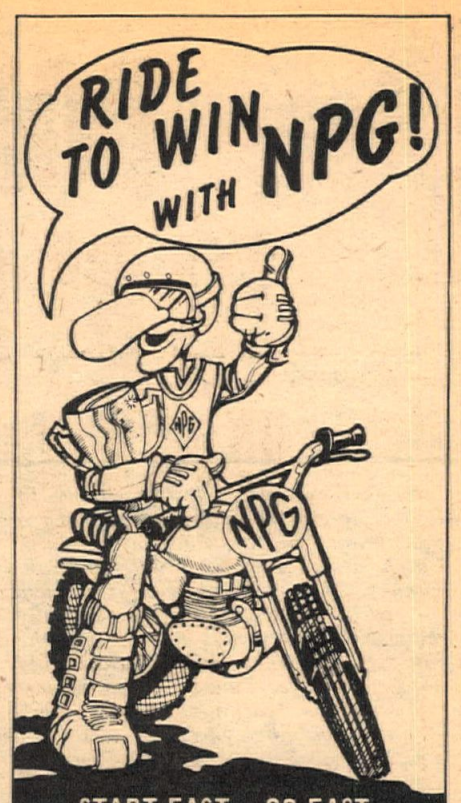
125 World Cup: 1. Tim Hart (1-2) Yam; 2. Mickey Boone (4-1) Hon; 3. Bruce McDougal (3-3) Hon; 4. Marty :Smith (2-5) Hon; 5. Ed Cole (6-4) Kaw; 6. Torbjorn Winzell (5-6) Hus; 7. Robert Doss (7-7) Hon; 8. Jack Keese (9-8) Bul; 9. DeWayne Jones (8-9) C-A; 10. Vincent Clark (10-11) Suz.

250 InterAMA: 1. Zdenek Velky (1-3) CZ; 2. Gary Semics (2-4) Hus; 3. Kent Howerton (3-5) Hus; 4. Peter Lamppu (7-6) Mon; 5. Mike Runyard (6-11) Suz; 6. Tony DiStefano (9-9) CZ; 7. Ward Wilson (11-12) C-A; 8. John Ayers (10-14) Hus; 9. Jim Weinert (26-1) Kaw); 10. Bob Harris (21-7) Mai.

Jimmy Ellis was, once again, very quick and, once again, plagued with mechanical woes. This time it was sparks (lack of) in both motos.

Weinert follows Pomeroy down into the dust; got past to win moto two.

In the second 250 moto, Pomeroy, Runyard, Velky, Weinert and Hartwig got out of the hole fast and did their own dust-kicking.



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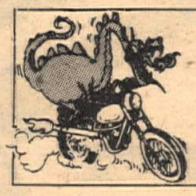
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John Tunney and the Case of the PHANTOM INTERVIEW

John Tunney sent his letter in reply to Karen Sprenger's letter completing a checkpoint of the Political Enduro. Ulrich never received any letter from Tunney. As for requesting an interview in Long Beach, Ulrich actually requested an interview anywhere in the continental United States. Ulrich could not get in to see Tunney during his last two trips to Washington D.C. (April 1973, September 1973), was not notified that Tunney would be meeting a Woman's club in Whittier, California (two miles from Ulrich's home) last spring, and was told by Tunney's press secretary that the interests of motorcyclists were "very low priority." October, 1972 was Ulrich's first attempt at getting an interview. It has only taken 21 months to get anything out of Tunney. In contrast, Alan Cranston replied within one month of Ulrich's initial interview request . . . Ed.

Dear Ms. Sprenger:

Thank you for your letter about the attempts of *Cycle News* to interview me. Because of the difficulties in working out a personal interview in Long Beach, the associate editor of *Cycle News*, Mr. John D. Ulrich, agreed last spring that it would be satisfactory to send me written questions to which I would reply by mail. I did so nearly three months ago, but apparently *Cycle News* has not published the interview.

The text of my letter to Mr. Ulrich follows:

"I am glad that you understand the difficulties in arranging a personal interview and am pleased to have this opportunity to respond to the questions posed in your letter.

"The no-fault insurance bill will soon be considered by the Senate. I very much appreciate and understand your concern with the bill, but after much thought and consideration I have concluded that the present motor vehicle accident compensation system is an abysmal failure.

"The legislation will provide compensation for economic losses and medical and rehabilitation expenses for every individual injured and the survivors of every individual killed in a motor vehicle accident, with the exception of converters and those who intentionally injure themselves or others.

"With regard to the California Desert Bill, I cosponsored legislation with Senator Cranston which would provide for a management study of the area. It is expected that the Senate Interior Committee may include this provision in the Organic Act for the Bureau of Land Management which is now pending before the full Committee. The legislation is not intended to fence the public out of open spaces; rather it strives to balance recreational uses with environmental preservation.

"The Land Use Policy and Planning Assistance Act has passed the Senate and is now pending before the House of Representatives. I supported the Land Use Bill because I felt it provided a first step toward providing a mechanism by which reasonable decisions could be made about land. I believe we must realize that land can no longer be seen as a commodity to exploit. It is a resource for all Americans. The Land Use Bill would, for example, give adjacent cities a forum to air differences about how development should proceed. In other words, it might preclude having a large industrial park next to another community's wildlife refuge.

"The bill does not interfere in any way with an individual's rights under the Constitution."

Since that letter, three significant changes have occurred. First, an amended no-fault insurance bill passed the Senate on May 1, 1974 by a vote of 53 yeas to 42 nays. The legislation consciously allocates the responsibility for reforming the automobile accident compensation system between the Federal Government and the fifty state governments. Each state is given basic national standards. As you know, motorcyclists are rarely at fault in accidents, but under a no-fault system this fact would be ignored thus increasing insurance premiums for motorcycle owners disproportionate to other forms of transportation. Thus, when the Bill was considered, I supported an amendment which would allow states to exempt motorcycles from the legislation. The amendment was adopted.

Second, a provision was included in the Organic Act for the Bureau of Land Management to inventory the California Desert in terms of highest and best uses. I believe this is an important step toward maximizing public use of the Desert while minimizing environmental degradation.

Third, the Land Use Bill was not approved by the House of Representatives, and the legislation is dead for this Congress.

Again, I want to stress that I am interested in your views and will respond to any further questions you might have. I appreciate having this opportunity to be responsive and hope that you will contact me again.

JOHN V. TUNNEY
United States Senator
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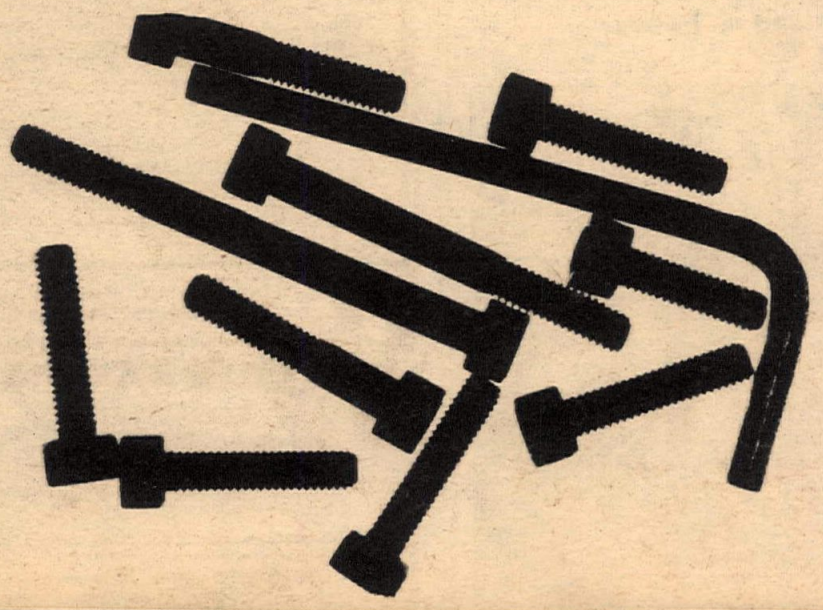

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Screwed again: What to do about the anti-bike news media

By Rex William Reese

The recent Powder Puff Nationals are an example of how the general news media pans motorcycling instead of giving it serious con-

sideration. The L.A. Times had an article in their View section titled, "Mother is a Dirt-Racing Biker." That may have been fine for "human interest," but it treated the whole thing like a bunch of foof.

KNBC sent out reporter Ed Haaker to cover the National, and he did a bad job of it. He reported it in novelty fashion, alluding to the outlaw image, "but they don't have that here." Film footage of his report had chauvinistic rather than sports oriented looks at the races, including some bad crashes as if to show everybody, "Some sport, huh? People crash and half naked bodies walk around. You want your family here?"

The case of the U.S. GP at Carlsbad is another example. Sunday night after the race, I watched in vain hoping some sportcaster on any of the L.A. TV stations would say something about the GP. Nothing. KTTV at the end of its sports report featured the station's annual fishing derby. Big Deal. They could have shown the only World Championship Open Class MX in this country.

Monday, neither Stu Nahan nor Bryant Gumbel mentioned anything about the GP even in passing.

The Carlsbad GP will be shown in a month or so on ABC's *Wide World of Sports*, but it will have lost all its impact because *Cycle News* will already have reported it while it was still news. Anybody who sees the GP on *Wide World* will probably care less about what they will be seeing. Exit Gerrit Wolsink; hello Miami Dolphins.

Similar incidents of contempt towards competitive motorcycling events have taken place. Last year, a friend and myself wondered why nobody on TV or the newspapers was covering the ISDT in Massachussetts, the premier motorcycling event in the world that America was hosting for the first time. Both of us called up KABC to find out why. After much shuffling around, buck passing, "holds," and such, an assistant in the sports department came out and said that the ISDT wasn't being covered because Stu Nahan didn't like motorcycles. This is ridiculous!

When Saddleback Park was hosting the U.S. round of the World Trials Championship last year, the L.A. Times wrote up a very inaccurate article on the upcoming event. It had looked like the writer had taken some loose clippings and pasted them together.

Then there are the countless daily news write-ups that the media (especially local papers) love to revel in such as "Hundreds of Bikers Invade Small Town" or "Youth Killed on Motorcycle" or "New D.O.T. Study finds Motorcycles Dangerous." Almost always the headlines are in blazing letters. Stories about individuals killed on bikes always give the reader the impression that not only was the individual in the story irresponsible, but *all* bikers are irresponsible. If it's a bike-car accident, it is never revealed that it could've been the car driver's fault, as it is most of the time in this sort of accident. Rarely does the press ever report on the more positive aspects of motorcycling like Hell's Angels donating toys or blood to the Red Cross, or the M.O.R.E. gas economy run, or that bikes are good safe, economical transportation when used properly.

How come they do that? Maybe because of the outlaw image that dates back to "The Wild One." Or that the biker is not cut out in the plastic "Amerikan" image. "They're all leather jackets, drug using preverts who don't even salute the flag. I oughta know. I saw it on *Mod Squad.*"

I was told by a sports writer from the local paper that the reason they didn't have any motorcycle coverage was because nothing was organized, there wasn't any local interest. He was full of crap.

What to do. We must educate these slobs. Write, phone, or personally visit your local newspaper, radio station, cable or broadcast channel TV station. Write the networks, too. Get your friends and their friends to do it, too. Demand positive news coverage.

Radio and TV (especially cable TV) should be relatively easy. They're usually more than happy to take in little items of interest. And if you want to get some good cheap advertising on your MX, ask your local radio station if it has a community billboard format. They either announce it themselves, or you're put behind a microphone and they tape your message.

Cable TV will almost bend backwards to get anything on the air, especially if the station in the area is new and they need some program material. Go to the station and ask for the program director and tell him/her what you want.

Regular TV is harder because it is not as localized as cable TV. Call up the sports director and explain the merits of the event you think deserves coverage. When you write the networks, remember to write to New York and not to your local station. Again, write to the sports director. To be sure, write the program director, too. Point out to them that what you would like to have covered would benefit everybody across the land.

Now, everybody on your mark, set, and go off to get the sports people to put on something better than the usual fare you see on the sports pages day after day. Don't forget the feature news either: all sorts of good things happen with motorcycles.

The news media can respond to the peoples' voice. Let's make it do so now!

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Cycle News North

NorCal Speedway

Christian and McGill at Expo, Rooney and Corder take Napa

By Sneaky Pete

SACRAMENTO, CAL., JULY 19

Five time winner Mike Rooney took the lead at the start of tonight's Scratch Main and was on his way to win number six until he went down on Lap Two. Alan Christian moved into the lead and when John Cunningham and Barclay Trehal tangled on the third lap, it was Christian soloing the fourth lap for the win.

Ron McGill won his first Handicap Main of the season ahead of Norm Denny and George Carter. As a result of various problems, Sam Vanderhoff, Jerry Bowers and Butch Corder watched the finish from the infield.

Steve Moore went to the can, (fuel type) poured 10% of the 'good stuff" into his A.J.S. powered machine and as 'it does make a difference', won the Div. Two Main. Second place went to Greg Rew and third to Carl Cranke.

Mike Rooney won his fifth straight 'Dash for Dollars' match race against one of the most spectacular riders in No. Calif. speedway, Paul Orlandi. Paul recently made the comment, "If I shut off and try the short way around, I get in trouble."

Promoter Jim Denny has widened the straightaways at Cal Expo and although a few riders had problems with the new 'passing room', it definitely made for the fastest and closest racing to date. •

GLEN ARTINIAN

Nobody but NOBODY borrows Larry Mulock's bike. (Note left-hand throttle). A prior injury forced Larry to become left-handed throttle twister.

NAPA, CAL., JULY 20

With seven weeks of racing in the record books, Mike Rooney won his third Scratch Main event in four starts here. (His other finish being a second to U.S. Champ Mike Bast on July 13th.)

Butch Corder made it two straight at Napa when he won tonight's Handicap Main. Second went to George Carter and third to Alan Christian. (On four separate nights, Christian has been a starter in both Main events.)

Funny and not so funny – after his collapse in the pits at Sacramento a few weeks ago, Butch Corder went in for a complete check up. Dad Lem Corder tells it like this: "He had a lot of tests, they X-rayed his head and found nothing. It must of been the heat." •

Results in the Results Section.

Flying bods and sabotage in Chico

By Rex Backman

CHICO, CAL., JULY 20

Roland Eskew and his trusty Yamaha got the holeshot at the start of the 250 Expert Scratch Main, pulling out a large lead. With two laps to go he pulled off with unknown problems into the infield. Bob Baughan (Hon) inherited the lead and went on for the win. Tom Southam finished second after a consistant ride, and Cliff Hylton moved up through the pack to get third after a bad start.

Novice 250 Main winner, Jeff Smith, led the first few laps of the 250 Handicap event. Joe Gardner took over the lead from second when Smith crashed with Jim Hubbard and Novice rider Mike Hall in tow. Then in one of the surprise moves of the season Mike Hall passed Hubbard for second and then went after Gardner. With two laps left Gardner fell and Hall took over the lead. Jim Hubbard finished a close second and Dallas Turner got third after a strong ride.

Tom Green took the 100 Novice class to lengthen out his lead in the highpoint standings. Missing in the Main was Green's main competition, Danny Fowler, who was out since somebody put sugar in his gas tank. Bummer. •

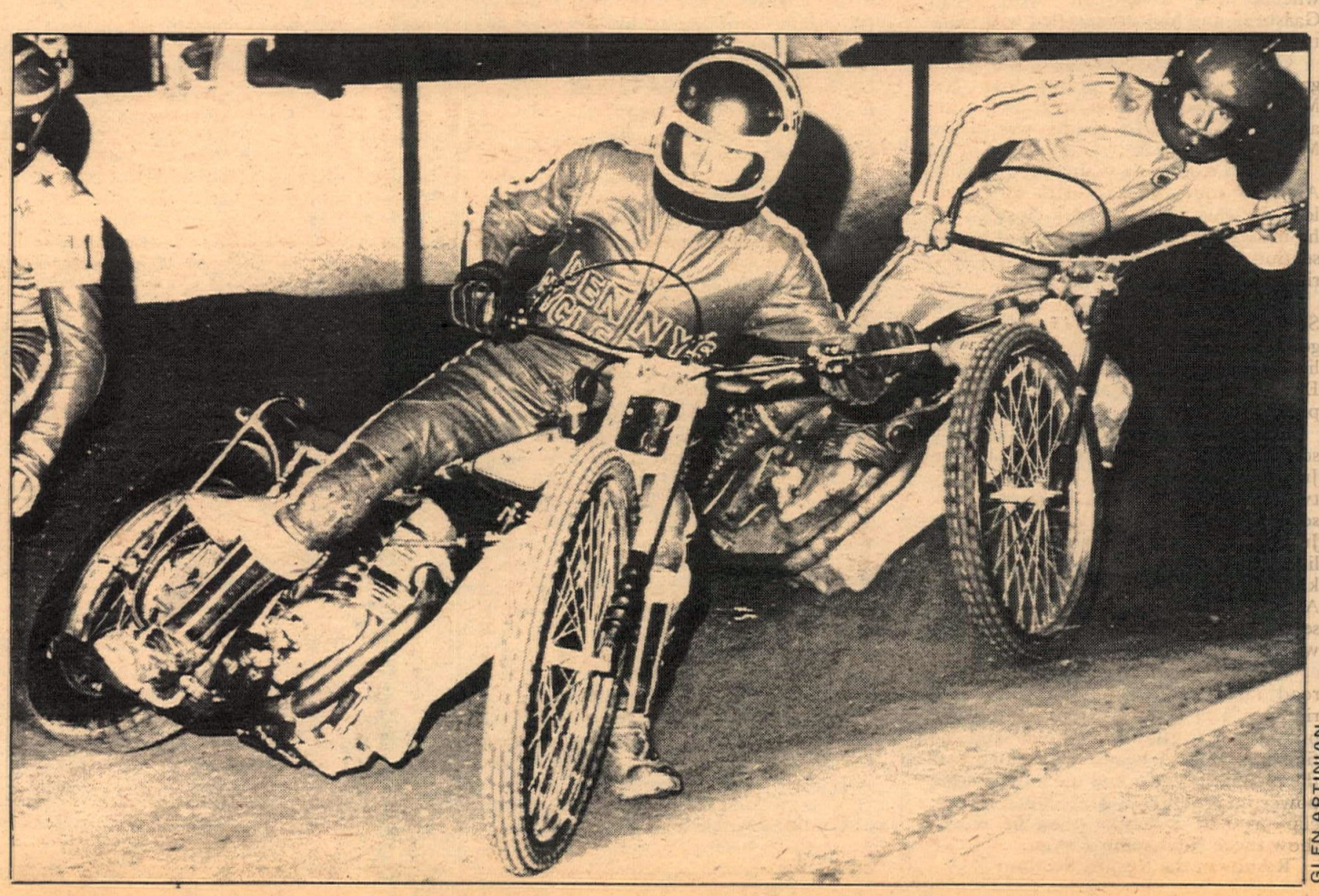
Helvetia hosts full program

By Henry Walther

SACRAMENTO, CAL., JULY 14

Helvetia Cycle Park is located just across the highway from the Sacramento River, and with an abundance of oak trees on the grounds the track itself spends much of its length under the shade of those mighty oaks. It's understandable why

Dale Stetler keeps eyes front as SRA Secretary Barclay Trehal (31N) plays the Artful Dodger.



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the family type 'crossers flock here. For that reason the program was directed at giving the entire family an event to participate in, with everything from bicycling motocross to minibikes to the big boys, all sharing some mud slinging time. The day was one for everyone to kick back, enjoy, and get it on.

Rain during the week (in July ??...in Sacramento?) had helped prepare the course for the weekend and the race went well into the second round of motos before any additional watering was required. The moist soil made for some axle high berms and minimal dust, not to mention an abundance of acceleration and braking bumps. Lucky were those who had the long travel suspension on their bikes. Those of us with our soft set Koni's and extra padded seats could only look at the rigid mounted bicycle set and wonder, as they took the same track with grins from ear to ear. Little boys must be made of rubber. ●

Results in the Results Section.

1st Annual Bakersfield Invitational Picnic Trials

By Ron Sprayberry

HART PARK, CAL., JULY 14

With an occasional breeze to help we had a picnic under the trees with good food, (Hot dogs, Chili beans, macaronni salad, cantalopes, and watermelons), fun games, and some nice prizes. We had water ballon games, sack races, a cracker eating whistling game, and walked blindfolded through a small trap. Oh, yeah. A trials, too.

Due to the expected heat the trial was run in small grouns who rode 12 secions three times on one six mile loop. The Expert/Amateur group rode together over the same sections. We started on Section Eight, the dead start hill climb. A 300 foot very slippery dead grass and rock climb. All Experts did well except for Bergman. His Honda 125 was short on power. The next sections varied from twisting loose rock gullies to loose rock hill climbs to old house foundations.

Section Seven was something new: a wheelie trap hill climb marked off in zones. The further up the hill you did a wheelie the lower the score. Van Gaasbeek and Melton excelled with only two points lost.

Guy Van Gaasbeek held on for a good win with 32 points lost. Joe Masculine took second with 42 points and third with 45 points was Larry Melton.

Marvin Woolard a young very smooth Amateur took his class with 60 points lost. He gave the Experts a close go till he missed an exit and took a bad line in section five. Jerry Wiencek (A.T.A. rider) took second with 69 points.

The Novice B's started on Section Seven the wheelie trap. They had very good success in tearing off their tail lights, head lights and rear fenders. Evelyn Melton led the B's with 42 points lost.

The Kids (and one bicycle) rode sections 1-2-4-11-12. Jimmy Robinson Jr. ran away from the rest with only two points lost. Verlon Robinson took second with 17 points lost. Levi Smith Jr. took third with 37 points. He had a little problem with Trap Two. All seven kids took home trophies. Scott Atchison rode a bicycle on the same sections as the kids motorcycle trials with a score of five. Need I say more.

In the Novice A's we had A.M.A. road racer Ron Pierce of Bakersfield riding a 125 Honda T.L. This slow go bit sort of got Ron down and he finished 11th. I heard him mumble at the picnic that he could use a little more power, maybe like a T.Z. 700cc motor, clip-ons and a fairing then he would show those Novices how to go. ●

Results in the Results Section.

Czech Mate

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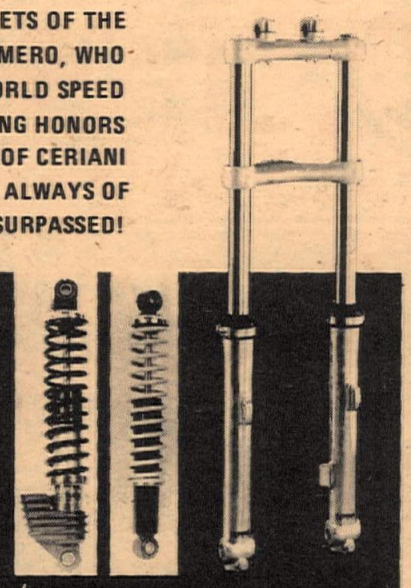

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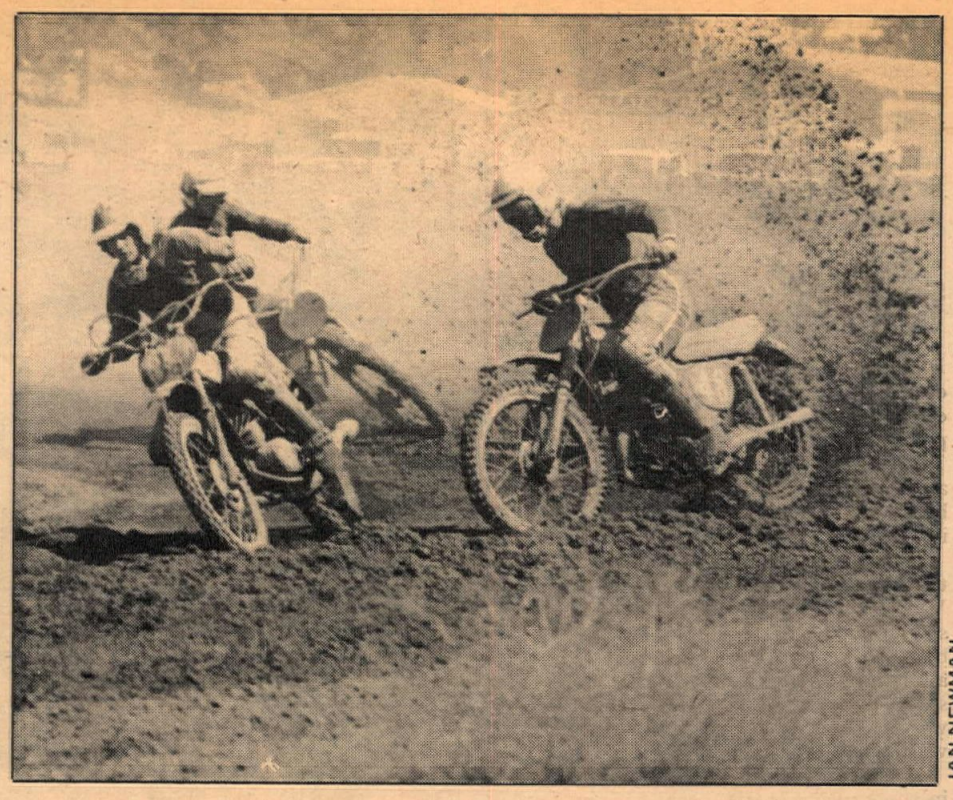

JAN NEWMAN

Dust and rooster tails: riders groove on a variety of surfaces at Deschutes.

100 Juniors provide the thrills

By Jan Newman

BEND, ORE., JULY 14

Lots of comments on how neat the track was today. The occasional return to dust was quickly handled by two water trucks which actually work!

Today's hottest competition came in the 100 Junior class between Steve Tomasini (Suz) and Casey Lowry (Hon). In the first race Lowry got out in front with Tomasini playing shadow all the way. Round Two found Lowry leading off the line and Tomasini dead last. At the end of the first lap Tomasini was second and went on to take the lead. Lowry held a tight second until his rear tire went flat. He returned too give Tomasini a push all the way in the final race. Brothers Robert and Rick LaPree (Hod) diced it out for third and fourth all day.

JAN NEWMAN

Rick LaPree, Rat-dogging. His brother Robert didn't do anything photogenic, but got a trophy.

Freddie Thomas (Hon) was first to the turn in the first 125 Junior race but he was also the first to hit the dirt. When he got going all the rest were long gone. Thomas put on one heckuva catch up race to miss third by only half a bike length at the flat. Mike Tomasini (Suz) won with Zane Culbertson (Hon) in second. Thomas rode on to win the next two making it look easy. (He was riding a girl's bike. Wife Nancy was sitting out today with a knee injury from last week's National Powder Puff race.) Tomasini maintained the point edge with two seconds.

In the second 125 Ex/Int moto Randy Limbeck (Hon) fouled a plug while first. Chet Davis (Hon) was right there to assume the lead. A short trip over the barrel in the first race dropped Davis to third, and cost him enough points to edge him out of the win. Brad Lecklider (CanAm) in his first Expert appearance held in there beautifully until his bike went dead on the line in the third race.

Wayne Huck (CZ) won the first Open Junior moto when Bob Stobel's trick Husky decided not to finish. Strobel took the next two but Huck had him on points.

Barney Newman (Mon) took three Open Expert wins with Ron Jensen (Hon) in second all the way. Dale Demaris got the holeshot in the second moto and was running second when the carpenters cut loose on the innards of his Bul. Rod Kentner (Yam) did a real helmet test in this one and sat out the last moto with a flat spot on his tire and a round spot on his head.

Results in the Results Section.

Fremont Week

By William H. Spencer

Short Track

FREMONT, CAL., JULY 10

Riding the outside cushion from a sixth place start, Steve Eklund (Yam) held an outside line throughout the eight lap feature Main and picked off competition as he pleased. Scott Pearson held the green flag lap with Bob Scally and Gary Orlando dueling for second. Starting on the second lap, Eklund rode around Al Kenyon and Dennis Robinson into fourth.

Scally went right into the regular wheel stand act and Eklund flashed by the multi year Expert. With Kenyon, Scally and Robinson holding off rookie Andy Whitaker, Eklund was catching the fast fleeing Pearson. On the last lap Eklund drives into Turn Three on the top with Pearson holding the low groove. Suddenly the Kawasaki bobbles and Eklund goes right by for a two bike margin and his second straight win.

Rick Delacy won an in-line restarted 250 Expert Main by beating out Mike Faria and Duane Yarrow on the restart. Yarrow had been leading Delacy and Faria when Mike's brother Dave crashed hard tapping the outside fence. An in-line restart was called for, the first in over a year. Dave Faria was pronounced OK, got up to watch the rest of the race and cheered brother Mike from the infield. Danney Hogue, the 17 year-old track star, came from a seventh place restart to beat out Mike Kunsman.

Traction continues to range from

deep dirt cushion on the outside (which the Experts like) down to a thin groove at the bottom which the parents like more than the kids. Scott Whitaker isn't quite sure what he likes. He won the 125 Novice Main on the Cancilla Hodaka but isn't sure if the cushion is the hot set up. Bernd Koegler rides them all with the same old K-70's and his second bespoke a big smile as he hadn't trophied of late.

Scrambles

FREMONT, CAL., JULY 13

It started out like one of the regular Fremont scramble operations, the usual catching of pit racers, trying to get everyone through tech, run a proper practice and get riders meeting over by 7 p.m. The Heats even got started early and that should have been a warning, because by the end of the reverse Mains, it was well after midnight.

The major commotion took place in the first 250 Expert Heat when Mike Vanlienden had a probelm with the starter. It seems he was trying to fix his back brake and signal with a hand up, all at one time. When he got done and stood up straight, the flag flew and he wasn't ready. At least that was his version.

He kicked his Montesa into gear and in the ensuing battle worked his way up to transfer position. After the checkered he went back to the start line to protest and everything hit the fan. He got excited and more excited as he tried to explain his side. He then sat down on the front straight causing the crowd to get involved, bringing a dozen other people on the track. The decision was made to rerun the Heat when another rider, Duane Yarrow, also wanted to protest the event.

Billy Graham (the original winner) dropped a number plate between the frame and the rear wheel during the re-run and pulled off thinking he had big problems. At the checkered, the leaders, Danney Hogue and Al Wood tangled and fell. Bad scene.

Despite all that, Danney Hogue won his fourth 650 Expert Main beating out Rick Otto and old man Bob Masters. It was almost Old Man Night with Fred Mason winning the Junior big bike run and Bob Sousa returning to win the Novice portion after a five year retirement. To top that off, the same Bob Sousa waited around until the 100 Novice Main and won that to boot.

Big point winner was Dennis Souza who beat Pat Brown in the 250 Expert Main and then won the 500 class.

Marathon

FREMONT, CAL., JULY 14

Wayne Morrill and Rod Simas teamed on a Yamaha home built motocrosser, winning both the 250 and Open classes with relative ease. Taking second in both classes were Gary Vanderpool and Jeff Cole, teamed on each other's Huskies.

In the 250 bash, Morrill started and led the first lap but crashed on the second giving Jeff Cole the lead which he and Vanderpool held for 15 laps. On the 16th, Morrill got back from an eighth spot to lead the rest of that event. Likewise for the Cole Husky finishing a lap down, just in front of the Vickery brothers Bob & Jim.

Mike Gonzales and the solo ridden Yamaha finished fourth despite a lengthy gas stop one lap back of third but a full lap in front of the Sievwright/Nickerson Honda.

Larry Frey led out the 125 class closely followed by Billy Risner (Hus) and the Hallock brothers (Hon). On the fifth lap, Jeff Hallock took the lead and held it through the 21st when Wayne Morrill's little brother Wes took over on the Charlie Shapiro four stroke Honda.

At the half way point the dice got tough with Risner in fourth, Hallock's in third and Tim Carlisle/Jim Ingoglia Yamaha moving into the lead for one lap as Morrill gassed and changed riders. On the 40th lap, the Hallocks moved back into the lead and began dicing with Morrill/Shapiro. Twenty lead changes happened on the next five laps. It was balls to the walls and WFO. The Hallocks held the lead at the 52nd lap but succumbed in a rider change and finished about 10 seconds back at the end of the two hours.

The Open class had one slight change in the form of a 125 Hodaka with Al Wood and Scott Pearson up to do battle with the big boys and battle they did.

The lightweight held the second spot from the go until the 14th lap when Frank Risner and a host of others went by the crashed red machine. Wood restarted and got back to the pit to give Pearson a try. He flew around the one mile track moving back into fourth. Wood even moved it up to third before the Cancilla Motors machine was officially retired for the afternoon with numerous ills. •

Results in the Results Section.

W.H. SPENCER

Formation flying at Fremont Marathon. Rod Simas (271c, background) was double class winner.

Dennis Souza (83) gobbles lots of Fremont scrambles points with double class win.

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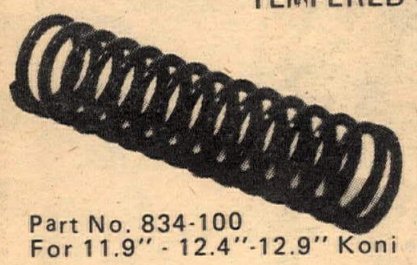

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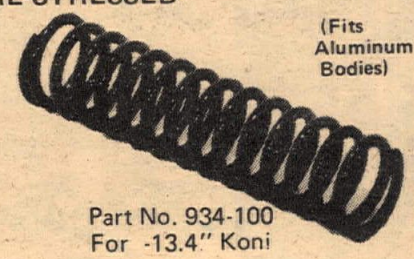

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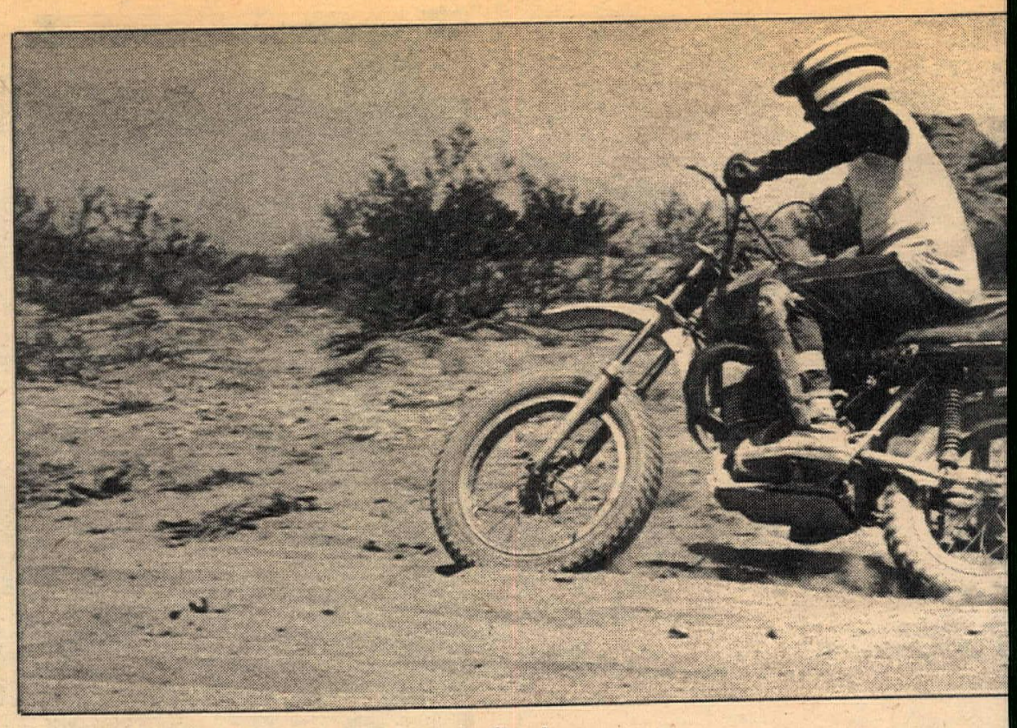


Art Knapp (Hus) came from seventh on the first loop to first on the third in the Open Expert race.

D-37 European scrambles

"Flatter than a nine year-old powder

By Jim Stewart

LUCERNE VALLEY, CAL., JULY 28

The Sled Riders held a Saturday night enduro, which kept the desert people occupied until late into the warm night. Several of the small bore riders had to be on the line by eight o'clock, which may have accounted for the lack of late night partying.

Larry Roeseler was on the line in time to show the other Am/Ex Trail Bike riders how he got his Number One plate in the class. The course was very fast, with the first part of the Am/Ex loop wide open, slightly uphill riding. Several of the riders commented this was a power drag race all the way around. Many of the small-bore riders were tucked in and WFO, yet still seemed to be riding at a crawl.

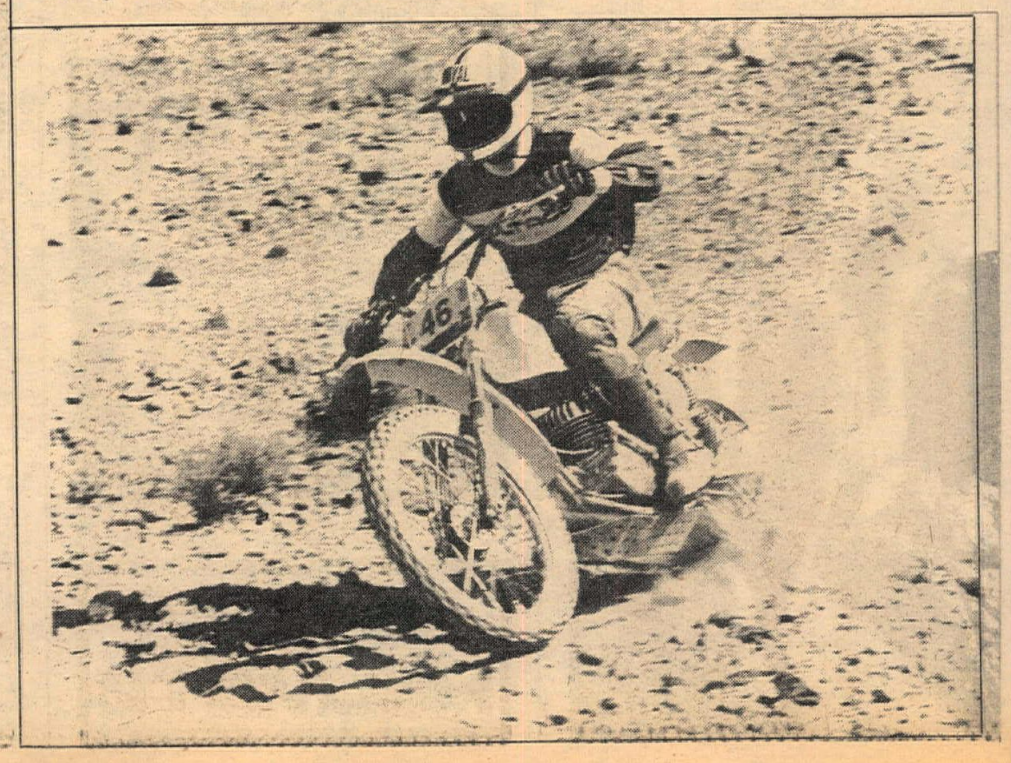
Roeseler was never headed, while Charles Hamill, Jr. (Pen) and Bruce Ogilive (H-D) haggled over second and third. Hamill's Penton could pull Ogilive uphill, then Bruce would boogie on the rest of the course, beating Hamill where it counts, at the finish.

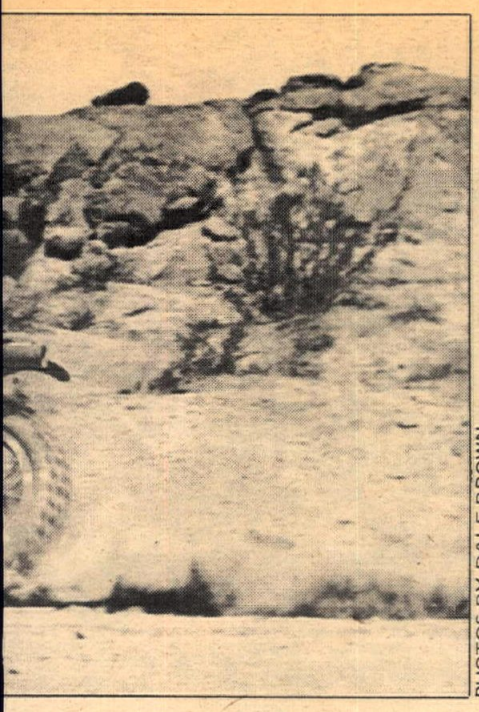
While Roeseler was blowing off the Am/Ex crew, Scott Adkins was doing much the same a few yards away on the Novice course. Jody Belknap and L.R. Watkins did the Ogilive/Hamill bit, finishing second and third, respectively.

Jimmy Brown led the 250 Am/Ex throng from start to finish. Robert Wadlow started out his quest for an Expert sticker right by being first 250 Amateur in his first finish as an Amateur.

Ronny McClellan (CZ) did in the rest of the full 250 Novice race in dust thick enough to slice. Several riders crested hills too fast in the dust, landing several feet down and on their heads. Wade

Jimmy Brown (Bul) beat the other 250 Experts by a proverbial country mile.





PHOTOS BY DALE BROWN

puffer."

Roh kept leathers in contact with his bike long enough to finish second behind McClellan.

At eleven sharp, the banzai race of the day (400 Am/Ex) started. Bob Balentine smoked his Husky around the first loop to a 50 second lead, and was off onto the second loop with Bryn Bennett's dust hardly in sight.

Waiting for the pink Invader jersey to come around again, it was a shock to see another rider right on Balentine's rear fender. It was Art Knapp, and he passed Balentine just as they reached the home turn. Knapp had made up a minute and half deficit from the first lap.

Another who did some WFO riding was Smokebomb Geatz, finishng third Overall. Next to the checker was Mark Stormes, first Amateur on his antique TM 400 Suzuki. When folks bug Mark about getting a new bike he just says, "You have to do the best with what you have." And he does.

It's too bad there weren't more Euro-Scrams this summer. It's great just sitting around at Noon drinking a beer and not having to worry about finding your buddy 25 miles out on a 50 mile loop with a collapsed rear wheel. ●

Results in the Results Section.

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Second, Bruce McDougal, 240 poin
Third, Chuck Bower, 235 points.
Fourth, Mickey Boone, 200 poin

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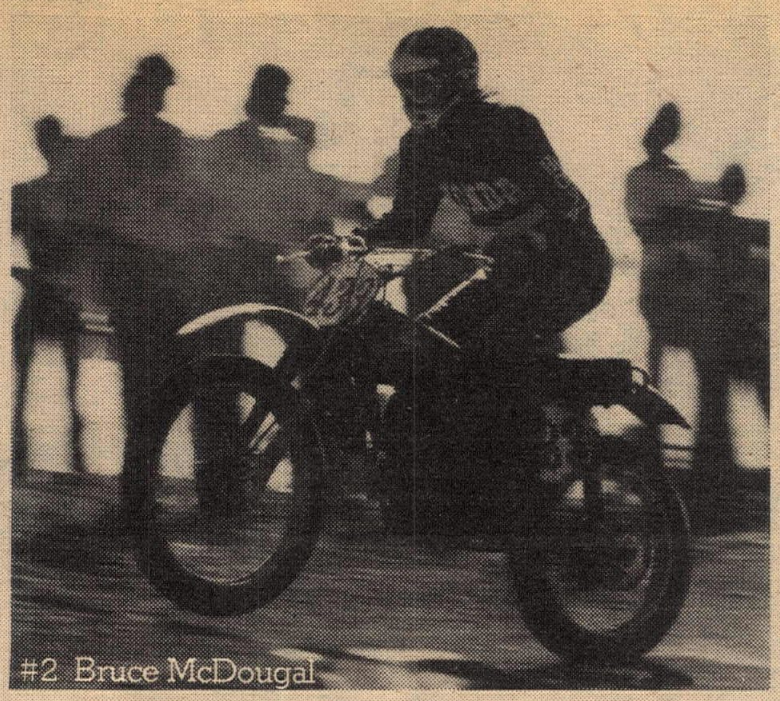
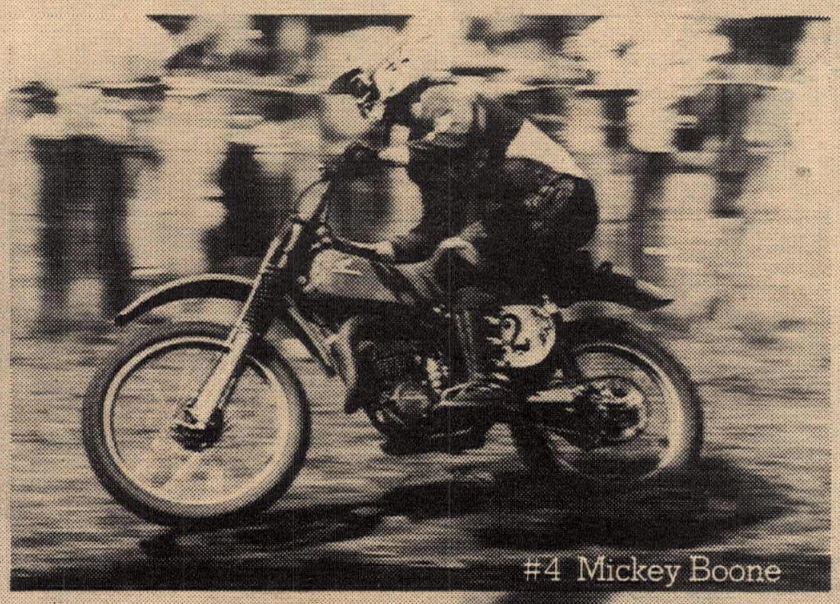

#2 Bruce McDougal

#3 Chuck Bower


#4 Mickey Boone

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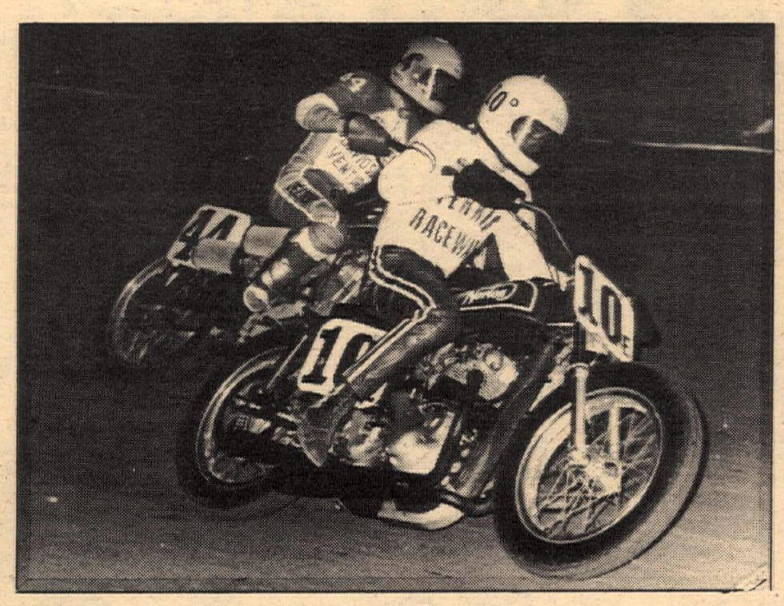

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DENNIS GREENE

Feet up and lookin' strong, Rick Woods is back to find a much-improved field of riders facing him.

SPEEDWAY WEEK

By Dennis Greene

Ventura, California
July 23, 1974

What was advertised as the return of a superstar, Rick Woods, was nothing much more than a night of seconds for the ex-champ.

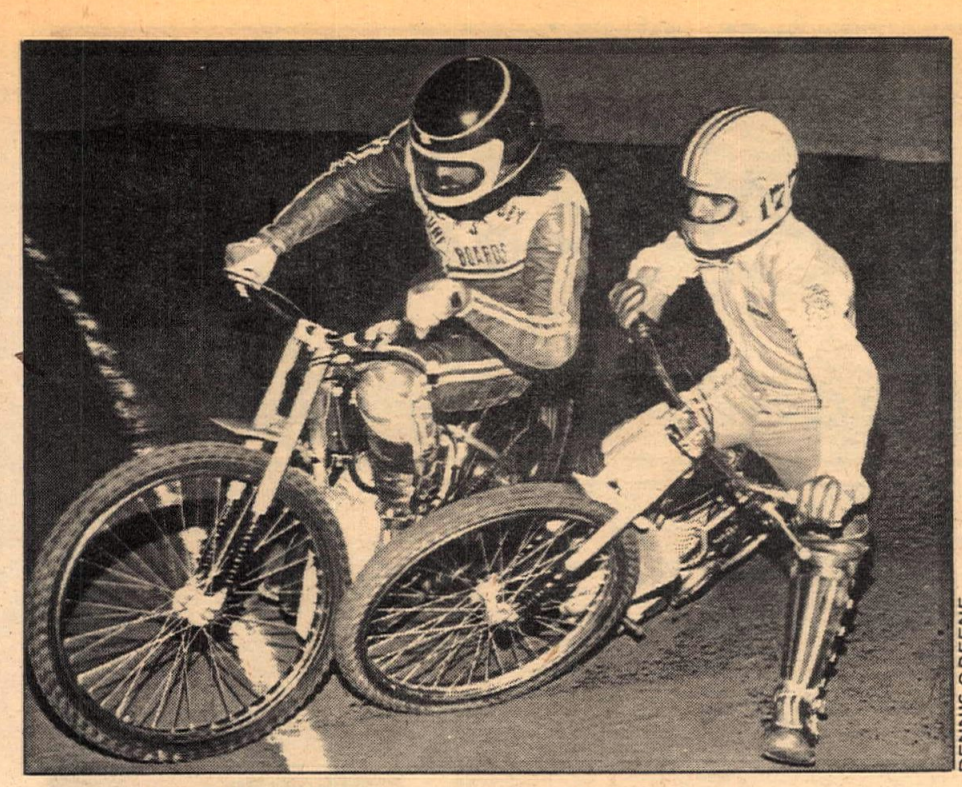
Woods has not competed since the United States Finals late in 1973. As he found out Tuesday night at Ventura, all the guys are riding much better. He was not able to earn a ride in the Handicap Main, but did get into the Scratch Main where he was trailing the pack when Mike Bast did a 180-degree turn, colliding with Mike Curoso as they both tried to pass Bill Cody at the same time. Bill got away safe as both Mikes ended up on the ground. Woods got the second spot.

Bobby Ross, one of the most consistent riders in the Second Division, was rewarded for his hard work with a ride in the First Division this past Tuesday night. Just like Mike Muntean last week in his first ride in Division One, he won the Handicap Main event.

Rich Farron and Tim Parisi for Pasadena were the winners over the Ventura team of Dean York and Andy Cadotte in a special team event while in the regular feature match race Dubb Ferrell did the job on Larry Shaw.

Bakersfield, California
July 24, 1974

Mark Cherf was the man of the hour Wednesday night when he put everyone away in the Handicap Main, holding off Dubb Ferrell and Mike Bast. Cherf looked as if he might become fourth man this year to win both Mains in the same night, when Jeff Sexton and Cherf hit turn one right with Mike Bast.



DENNIS GREENE

"Move yer foot, Bobby, while I dust under it" . . . the makings of an intimate relationship between Bobby Ross and Nelson Fonte at OCIR.

Sexton took over the second spot, pushing Mike to the limit all the way to the checkered flag in the Scratch Main event.

Dubb Ferrell added Scott Sivadge to the list of riders that have fallen by the wayside in the Purple Helmet Match Race.

The promoter at Bakersfield went one better than Ventura when they added the city team Match race special to their program. Bakersfield went down to Ventura's Dean York and Andy Cadotte with a 3-2 – 0-1 score for Dan Toomey and George Ferrell. Later Taft, represented by the Smith Brothers gave way to the Pasadena team of Rich Farron and Jim Grogin 3-1 to 0-2.

Irwindale, California
July 25, 1974

Don Cullum has had one of the worst runs of bad luck this season with one bike failure after another, but he brought it to a stop this Thursday night by winning the Handicap Main event for the first time this season. Jan Ballard and Sonny Nutter pressed hard, but finished 2-3.

Rick Woods rode his second event of the year after bypassing Wednesday night's show at Bakersfield, but did not get into either Main event although he does look good on a big track. Mike Bast, who looks great on any size track, put the Scratch Main event away with brother Steve taking the second spot, Dubb Ferrell for third and Nutter the wrapup.

In the feature Match race, Danny Becker (who is taking the week off for body repair) was replaced by Bill Cody who went down to the charge of Dubb Ferrell.

O.C.I.R.
July 24, 1974

The enthusiastic throng saw dual license holder Nelson Fonte hold off Bobby Ross in the Scratch Main event. Ross was just awarded his dual license last week. Ross has been the point leader at the track so his second in the Scratch Main and his third in the Handicap Main will not hurt him in the points race.

The desert ace, Big Jim Fishback, may have gotten a late start in Speedway, but closed the points gap lead by wins such as his Handicap victory. ●

Woods returns, but Steve Bast wins

By Dale Brown

COSTA MESA, CAL., JULY 26

Rick Woods came back to Orange County Fairgrounds this week for the first time since his retirement, getting a standing ovation as a "welcome home" from the standing-room-only crowd. Unfortunately, it was the high point of his evening.

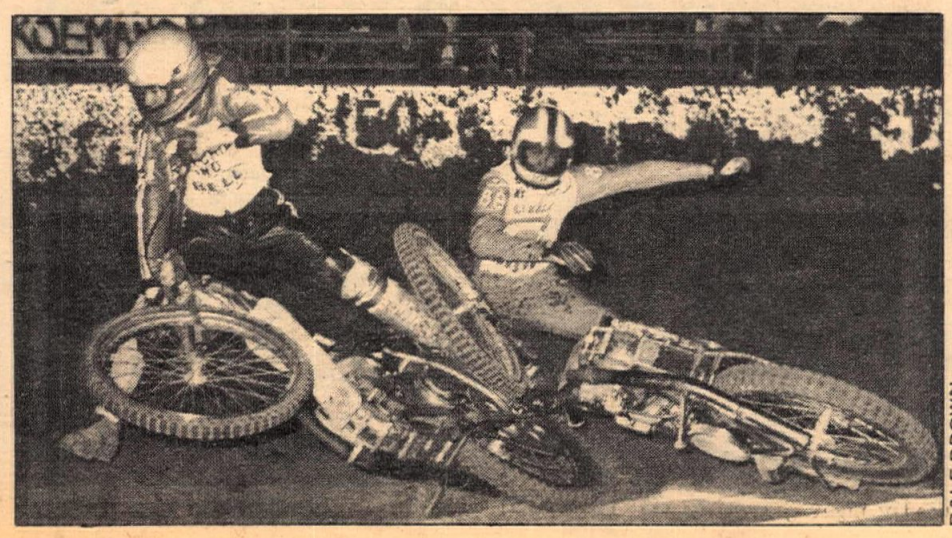
Woods slid out in the first turn of the Handicap Heat and had to settle for a third in his Scratch Heat, failing to advance.

Mike Bast was inflicted with the same kind of luck. A flat tire ended his bid for a position in the Handicap and he was forced into the infield during the Scratch Main.

Ron Taylor won the Handicap, fighting off a stiff challenge from Bill Meister. Steve Bast came in third, and went on to win the Scratch Main.

English Speedway builder Alf Hagon was among the spectators, watching his son Mark take one of the Mini Heats to share the victory podium with Lance King. ●

Mike Konle and Dubb Ferrell tangle during the second Scratch-Semi.



DALE BROWN

The demise of a virgin: Turning a $200 trick

By Ann A. Powell

SUNNYMEAD, CAL., JULY 14

There was a maiden hill at De Anza, unspoiled by humans or bulldozers. So sure was park owner Doug Hall that this hill could not be conquered that he offered $100 to the first rider who could force the mound into submission. Hall's money and the hill's virginity looked safe as rider after rider failed to get it up even halfway on the 600 feet of extremely loose sand and gravel. Hardly a bit of brush had been pulled away when Wes Evans, on a stock 400 Suzuki, held the crowd spellbound with an amazing thrust. But, when the dust finally settled, Evans could be seen motionless just below the peak at the 560 foot marker, 40 feet from $100.

"I've got an extra $20 for the first rider over," yelled one excited spectator.

"I'll add $10 to that," said another.

"Add a buck from me," offered a third.

The pot grew, and the biggest bikes of all came to the line. There were seven bikes in the Open class. They were ridden by seven of the top hillclimbers in Southern California.

John Bjorkman, known for being the only man to top another difficult De Anza hill, bombed out at the 105 foot mark. His highly modified Triumph with the big paddle wheel hit a root and came to a fast halt.

Mike Gebhardt, on a fuel burning Norton, made it to the 151 foot level. Jerry Bamford's Kawasaki went 100 feet, broke down and was out of competition for the rest of the day. Then came the big man, the "King of the Hillclimbers," Neal Mackel.

"There is now $220 up for the first man to top the hill," said the announcer, and Mackel's engine roared. The sun caught the shiny chrome pipes as Mac hit the hill. Then came the cloud of dust.

There was a moment of tension as everyone wondered about the dust cloud near the top of the hill. After what seemed hours but was only minutes, the dust settled and the monitor at the top of the hill was giving the sign. Mac had brought the hill to submission!

Mackel's standing ovation lasted a full five minutes, the time it took him to walk his bike back down the long grade. Even then, the excitement didn't die down. There were still three more bikes to try the hill, and maybe now they, too, would go over.

"I'll start the next pot," said one jazzed spectator. "I'll put up $10 for the second man to top the hill!"

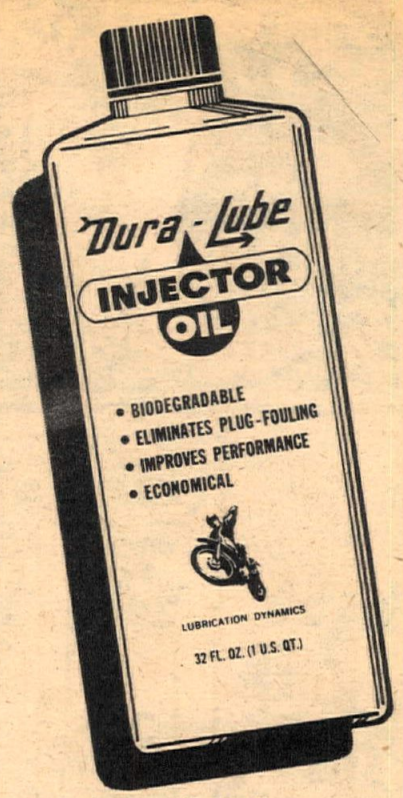
As before, the pot grew quickly. But the three bikes could not match Mackel's run. The first round of competition was over.

By the time the Open class came up a second time, the hill was really rough, and the pot had grown to over $100 again. Mackel tried a second time, but only went to the 463 foot mark. Ed Shaver, who had bombed out at 170 feet on his first try, was on the hill. Good as he is and hot as his bike runs, no one really expected him to do much this second time around. Shaver went over the top and earned $101.64 for his efforts.

De Anza's hill had lost its virginity, but that did little to dampen the spirits.

Mackel announced that he was putting $100 of his prize money into a pot for the next climb to be held on the hill. Shaver added another $25. The new pot was already building and the trophies hadn't even been handed out for this climb.

"We want to build things up so that some of those riders from up north will come down," said Mackel. "We want to see if their big Harleys can handle this hill. If the pot looks tempting enough, they just might come down." ●



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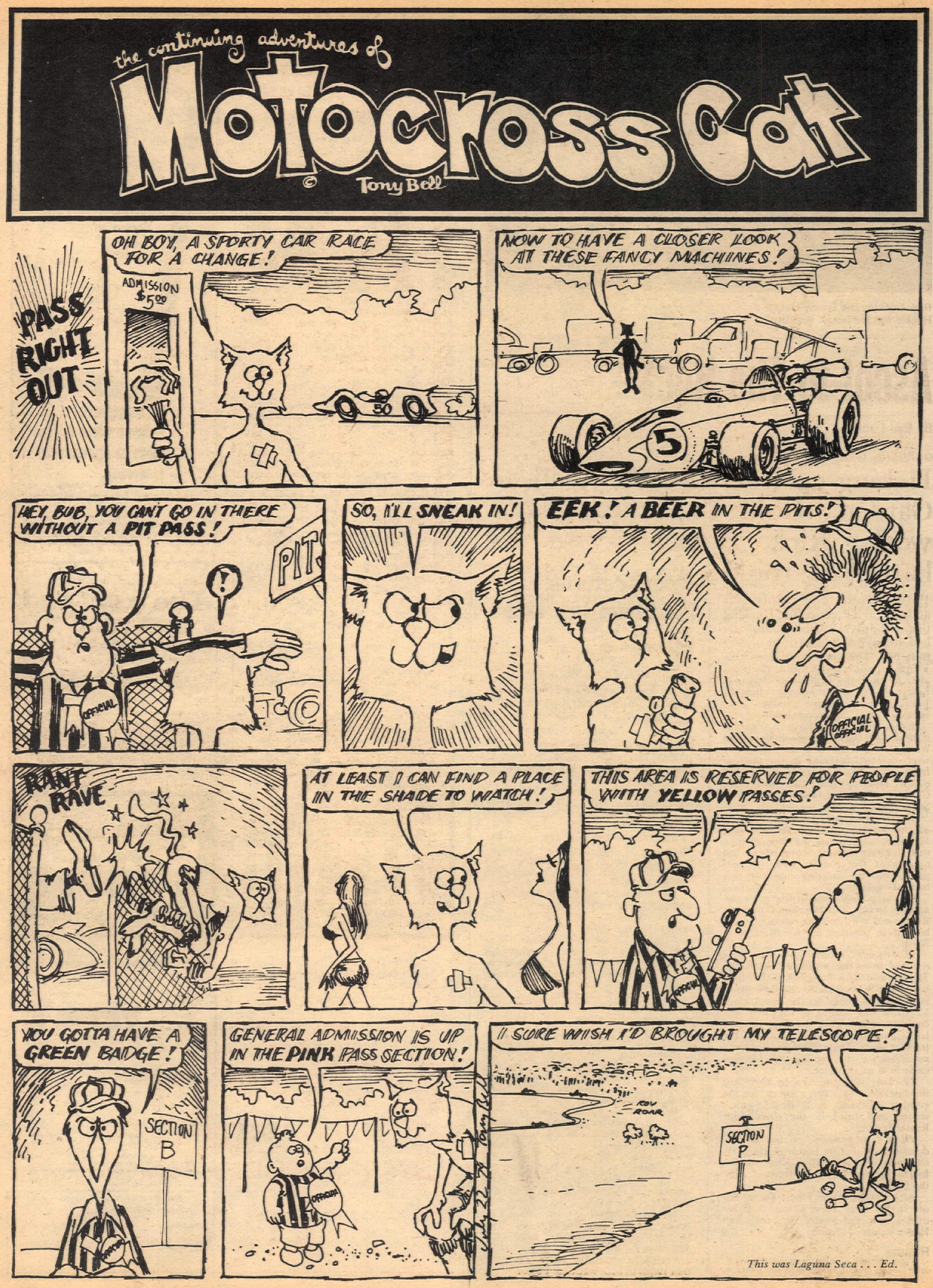
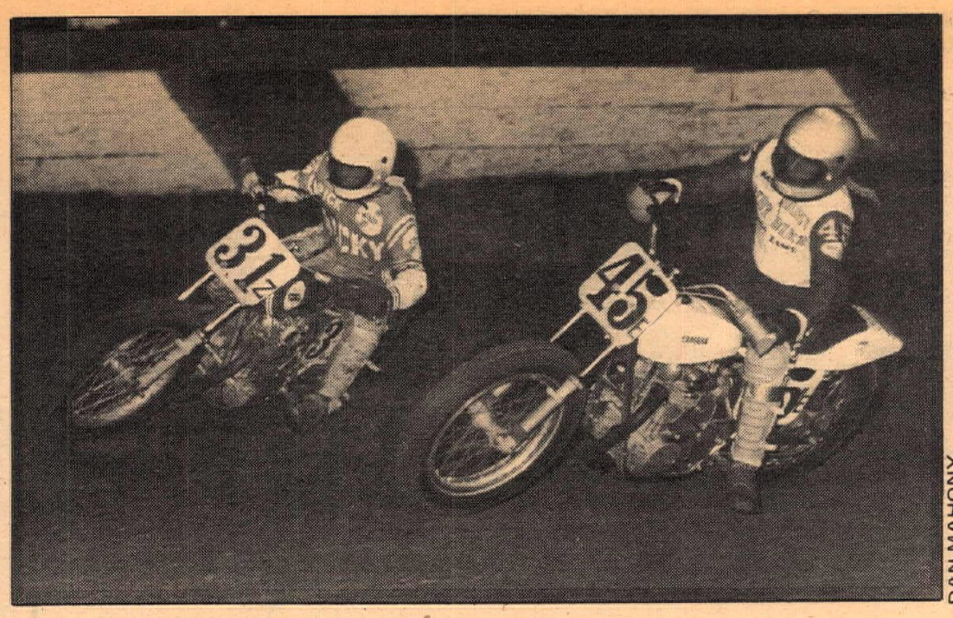


This was Laguna Seca . . . Ed.



DAN MAHONY

Rick Hocking and Danny Hockie slide. Hocking won, Hockie was the fastest qualifier.

Ascot to The Hock

By Ben Foote

GARDENA, CAL., JULY 26

Picking up where he left off in the Gardena Gold Cup the previous week, Rick Hocking won the battle of rookie Experts in the 15-lap feature. The victory was actually a lot easier for Hocking than the July 19 contest when he had to take Rob Morrison on the final turn. This time Hocking and his Yamaha pulled away from the field after he took the front from DeWayne Keeter on the second lap. At the finish, John Gennai, another rookie, was second, a good 2½ seconds behind.

Keeter, on Tom Horton's Yamaha instead of his Harley-Davidson, and Eddie Wirth, (on a Harley for the first time) were the two veterans in the starting front row in this rookie-dominated event. Hocking had the pole with Gennai in the No. four slot and Bob Sanders in fifth.

Danny Hockie, the fastest qualifier of the evening at 22.65 seconds, and Morrison, a fortunate survivor from a red-flagging Semi, completed the quintet of five rookies with national points on the starting line for this half-mile feature.

Gennai pulled ahead of Keeter on the seventh circuit, and Morrison took both Keeter and Wirth on the eleventh to get himself in position for his third place finish.

Morrison's return to the field resulted from the withdrawl of Charlie Thielke and Ron Powell. On the third lap of the Semi, Thielke and Powell slid into the hay bales on the south turn. Morrison was leading at the time, but couldn't restart after the flag, and the latter paid got it together enough for transfer spots. That effort finished their machines for the evening, so Morrison came in as an alternate.

Hocking won the Trophy dash and the fast Heat to score a sweep for the evening. Gennai and Hockie took second and third in the dash, with Keeter trailing.

Alex Jorgensen continued his domination of the Junior division. He overtook improving Rick Kraft on the fourth lap and stayed in front of Rick the final six.

After Novice leader Elbert Turner fell off in his Heat, Steve Eklund had his own way in the Novice final with Rex Hailey a distant second. ●

Results

Expert Main: 1. Rick Hocking (Yam); 2. John Gennai (H-D); 3. Rob Morrison (Nor); 4. Ed Wirth (H-D); 5. DeWayne Keeter (Yam); 6. Danny Hockie (Yam); 7. Bob Branan (Yam): 8. Brian LaPlante (Yam); 9. Terry Dorsch (Yam); 10. Bob Sanders (H-D).

Junior: 1. Alex Jorgensen (Tri); 2. Rick Kraft (Nor); 3. Tom Berry (Yam); 4. Dennis Briggs (Suz); 5. Mike Myers (Nor); 6. Earl Meyer (Yam); 7. Larry Shultz (Yam); 8. Chuck Soderstrom (Yam).

Novice: 1. Steve Eklund (Yam); 2. Rex Hailey (Yam); 3. Mack Mitschele (Yam); 4. Brian Garcia (Yam); 5. Eric Gifford (Yam); 6. Mark Smith (Yam); 7. Gary White (Yam); 8. Charles Fruchey (Yam); 9. Scott Pearson (Kaw); 10. Jim Wright (Yam).

Dash: 1. Hocking; 2. Gennai; 3. Hockie; 4. Keeter.

Heins castrates Rocky Mtn. Enduro

DENVER, COL., JULY 24

The AMA today announced cancellation of the Rocky Mountain National Enduro scheduled for September 1 in Denver, Colorado.

The Rocky Mountain Enduro Association obtained a Special Land Use Permit from the Pike National Forest authorities in August 1973. However, a change in personnel at the Forrest headquarters led to new restrictions being placed on the event. In effect, the Feds backed down on prior commitments to cooperation.

The RMEA National Enduro Director worked for six months to save the event but due to constantly changing restrictions all his work was in vain.

The two restrictions primarily responsible for the cancellation required bridging of all water crossings on the 100 mile course and an enforced nine MPH average for the event.

Offers were made of free labor to construct new trails, repair damaged areas, and re-route existing trails, but these were turned down. "It is very frustrating to see a group of motorcyclists bend over backwards to comply with Forest Service restrictions and have all their efforts fail," said Jim Nidiffer of the AMA.

Interested persons can write to Forest Service Associate Director Ray M. Housley, Jr., U.S. Dept. of Agriculture, Washington, D.C. 20250 and tell him what they think of Ranger Dan Heins in Pike National Forest. ●

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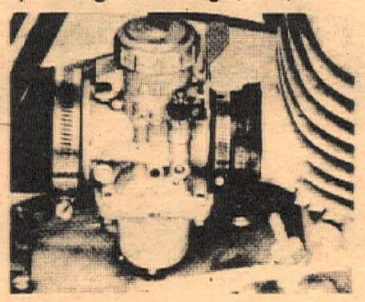

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5	250 Husky 32 to replace 32	$61.95	21	175 Penton 34mm	$65.95
6	250 Husky 34 to replace 36	$65.95	22	125 CZ 32mm	$54.95
7	250 Husky 32 to replace 36	$61.95	23	125 Husky 32mm	$62.95
8	360 Husky 32 to replace 32	$61.95	24	360 Husky 36 to replace 36	$72.95
9	360 Husky 34 to replace 36	$65.95	25	360 Husky 38 to replace 36	$75.95
10	360 Husky 32 to replace 36	$65.95	26	400 Husky 36 to replace 36	$72.95
11	400 Husky 34 to replace 32	$65.95	27	400 Husky 38 to replace 36	$75.95
12	400 Husky 34 to replace 36	$65.95	28	400 Husky MJ + MK 36mm	$72.95
13	250 Husky MJ + MK 32mm	$63.95	29	400 Husky MJ + MK 38mm	$75.95
14	250 Husky MJ + MK 34mm	$66.95	30	450 Husky MJ + MK 36mm	$72.95
15	400 Husky MJ + MK 34mm	$65.95	31	450 Husky MJ + MK 38mm	$75.95
16	450 Husky MJ + MK 34mm	$65.95	32	400 CZ 38mm	$75.95

Special super teflon smooth cables are available for $3.85 and a Mikuni tuning information booklet for $2.20. Please include a $3.00 shipping & handling fee. California residents add 5% sales tax.

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RESULTS

D.R.A. Point Standings as of July7, 1974

0-200 CLASS	
Dennis Greene	908
Phil Stumbo	870
Pat Jones	683
Fred Collins	630
Mike Lewis	625
Gary Praster	416
C.V. Greene	403
Fred Tervet	378
Ed Moore	372
Jim Roberts	365
Mike Merric	360
Herman Soos	344
Elwin Johnson	300
Kurt Hathaway	256
Gary Hicken	255
John Lawson	254
Alan Ross	252
Jim Scott	250
Debnis McLaughlin	245
Mark Stoner	244
Jeff Marsh	240
Tom Brooks, Jr.	240
David Taylor	229
Richard Humphreys	225
Jeff Bukamier	222
Warren Roberts	218
Steve Harrelson	214
Eddie Froelich	210
Ross Allbaugh	202
Willie Amaradio	200
Curt Skinner	200
Richard Brownell	188
Eric Spaeth	185
Chuck Haupert	182
Pat Lyon	168
Ron Irby	163
Glenn Finley	162
Alan Hiiesalu	160
Gino Prudholm	155
Tom Hart	155
George Erl	154
Marc Camp	151
Karl Haas	151
Leonard Jones	149
John Martin	141
Tony Stuart	136
Ed Moore	135
Bobby Neth	130
Lance Hornak	130
Dan Bernardino	127
250 CLASS	
Ken Brown	840
John Steen	804
William Church	684
John Klug	591
Jamie Avles	516
Robert Wadlow	510
Bill Carp	470
William Burkhart	452
Ron Williams	445
Dennis Tipton	440
Ed Rodine	395
Mike Cummins	394
Bob Coleman	380
John Fransway	368
Steve Bigler	351
Bob Taft	348
John Fisher	330
Randall Smith	330
George Erl	325
Ed Johns	320
Robert Huff	309
Roger Jensen	308
Gary Twombley	300
Jack Johnson	300
Randy Wilson	300
Ron McClellan	300
Pat Kouri	295
Michael Lynch	260
Cordis Brooks	260
Rex Saase	246
Robert Sands	245
Mark Adent	240
Bill Atcheson	240
Mike Grimm	232
Barry Blanchard	230
Rich Gehrls	210
Randy Thomas	210
Paul Ingels	210
Thomas Phillips	206
Jimmy Isom	205
Steve Lee	202
Danny Noll	195
Greg Bozarth	193
T.A. Strong	192
Leslie Klug	191
Dick Butler	178
Al Arciero	177
Bob Pullin	170
John Nash	170
Jesse Cox	165
OPEN CLASS	
Gus Paull	1055
William Saltzman	1035
Jim Irby	690
Howard McCasland	680
George Harvey III	605
Red Sanders	518
Craig Kinnaman	460
Robert Burtscher	410
Ed Mundy	366
Chris Kallen	335
C.H. Kerkhoven	334
Ken Bishop	330
Dennis Klien	320
Steve Staats	310
Ron Gray	303
A.C. Bakken	300
Tom Kibbe	299
Woody Schamel	290
Larry Holden	286
Jeffrey May	276
David Brooks	269
Vincent Andreoli	260
Danny Robinson	260
James Stewart	257
Kevin Hasten	250
Robert Sands	242
Ken Loetterle	237
Douglas Wagner	233
Jim Francis	225
Dick Vick	220
Randal Hettema	216
Dale Trisler	200
Don Rotundo	195
Steve Kotsay	195
Harold Hennemann	180
Wes Anderson, Jr.	180
Matt Zoerb	180
Bryan Breker	180
Dennis Kerr	175
Steve Otzen	170
Daryn Wyatt	167
Dennis McEvoy	165
Lew Fennell	161
John Goetten	153
Robert Bullington	152
Richard Luce	150
Jerry Leath	147
Lonnie Murphy	140
Glen Hornby	130
Casey Wasem	130

D-37 LtWt. Scrambles Second Quarter Point Standings by Clyde Reese

Steve Fortune	E 350
Mike Tidwell	E 295
Ricky Naymola	E 285
D. McWhorter	E 245
Don Remp	J 245
Eddie Lawson	E 213
John Sprague	E 210
Jeff Springman	E 208
Larry Bird	E 182
Don Waffle	J 180
L. Thompson	E 176
C. Summers	J 175
Gary Stadden	J 167
Mike Minning	E 163
Scott Smith	E 145
Robert Riffle	J 101
Eddie Beeson	N 98
Mark Prescot	J 93
Steve Lyons	J 85
Kirk Doyle	J 83
J. Ingersoll	N 83
S. Woskoski	N 81
T. Thibodeaux	N 79
T. McWhorter	E 78
Steve Miller	N 74
Larry Hanson	N 72
Ronnie Aguirre	N 71
Dave Johnson	J 69
D. Gribsby	E 66
C. Petty	J 63
Steve Young	J 61
Robert Kelbel	J 59
R. Pfetzing	N 59
Gregory Wilhite	N 59
J. Davisson	N 57
Duane Gallager	N 54
R. Hoggard	J 51
Steve Bales	E 50
Jim Wright	E 50
J. Natelborg	N 48
Gordon Kidd	N 45
Calvin Wangrud	N 45
Vic Hannan	E 42
Jamey Blunt	E 40
H. Cheetwood	E 40
John Sargent	J 39
Dee Toth	J 36
B. Carpenter	J 30
Howard Hooper	N 30
Larry Leoff	N 30

D-37 Powder Puff Second Quarter Point Standings (as of July 1, 1974)

DESERT	
Kathryn Anglin	1312
Linda Griffing	951
Trudy Beck	917
Lynnette Zuber	769
Barbara Tieskoetter	670
Marcia Holley	452
Lisa Ann Downhill	432
Lorni Rebec	371
Ginger Evans	355
Marta McCord	258
Patti Ann Ho	254
Debra Graziano	233
Denise Nuckles	193
Patricia Wasden	188
Sue VanBuskirk	144
Diane Wiseman	136
Lorie Watson	110
Sue Young	98
Loyace Hermann	86
Judith Krocker	84
CLUBS	
Desert Barons	1650
Desert Daisys	1457
Huntington Beach	917
Cactus Cats	710
Invaders	516
Antelope Ramblers	417
Barbarians	364
Dustmakers	292
Desert Turtles	286
MOTOCROSS	
Nancy Payne	187
Cherry Stockton	165
Lori Payne	108
Cheryl Ann Acres	103
Kim Byers	95
Paulette Napoleone	94
Jeanette Lindon	77
Robin C. Sauls	76
Sue Fish	73
Kim Herbert	70
Denis Beardshear	64
Dee Granger	56
Trudy Stubbs	39
Kasey Rogers	32
Sue Hall	29
Diane Connolly	25
Marcia Holley	25
Karen Traw	24
Linda McNamara	20
Janene Turton	20
CLUBS	
End Does	680
Santa Barbara Start.	354
Barstow	95
Desert Barons	32
P.P. Assoc.	25
Titans	9

N.M.A. Mini MX Indian Dunes Valencia, Calif. July 5, 1974 by Caryl Whiting

PEE WEE EX	
K. Henricksen	Ind
PEE WEE NOV	
M. McCoy	Ind
PEE WEE BEG	
K. Heller	Ind
0-61 MOD	
B. Jones	Hon
JR MINICYCLE	
K. Henricksen	Hon
R. Stiles	Hon
B. Schneider	Hon
0-81 MOD	
NOV 9-11	
G. Licon	Hon
M. Yafchak	Yam
R. Davis	Yam
9-11 0-83	
MOD EX	
R. Wageman	Hon
M. Whting	YZ
0-83 MOD	
12 & OVER EX	
B. Jones	Hon
0-83 MOD	
12 & OVER NOV	
S. Boek	Hon
M. Mercier	Hon
POWDER PUFF	
S. Weicberg	Hon
S. Viens	YZ
0-61 STOCK	
G. Licon	Mnk
0-83 STOCK	
EX 9-11	
G. Hamilton	Hon
0-83 STOCK	
12 & OVER EX	
J. Simons	Hon
0-83 STOCK	
NOV 9-11	
S. Ryan	Hon
D. Karrel	Hon
0-83 STOCK	
9-11	
K. Jacobs	Hon
S. Grose	Hon
0-83 STOCK	
NOV 12 & OVER	
S. Boek	Hon
J. Ray	Hon
0-110cc	
R. Wageman	Hon

Cycleland High Point Standings as of July 13, 1974 by Rex Backman

100 NOV SCRATCH	
Tom Green	102
Danny Fowler	83
Ken Gray	81
125 NOV SCRATCH	
Jerry Amos	40
Bob Cervantes	37
Allen Shackleford	35
175 NOV SCRATCH	
Mike McKee	59
Chris Sauer	32
Ken Lewis	27
200 NOV SCRATCH	
Bruce Koistinen	109
Ron Juney	66
Tom Cantrell	59
250 NOV SCRATCH	
Paul Meyer	106
Joe Ryan	57
Mike Hall	52
200 JR SCRATCH	
John Williams	80
John Alves	50
Jeff Fowler	45
250 JR SCRATCH	
Bob Gant	54
Greg McKinney	53
John Gardiner	47
250 EX SCRATCH	
Jim Hubbard	81
Cliff Hylton	50
Ron Alves	43
360 EX SCRATCH	
John Grant	63
Steve Dietz	56
Lowell Moural	46
200 HANDICAP	
Cliff Hylton	93
John Alves	76
John Williams	76
250 HANDICAP	
Matt Jackson	74
Jim Hubbard	67
Doug Swope	57

AMC MX OCIR Irvine, Calif. July 19, 1974 By S. Sapicoff

MINI BEG	
Bryon Antonacci	Hon
Joseph Polizzi	Hon
Randy Moos	Hon
MINI NOV	
Bill Byrom	Hon
MINI INT	
Pete Hillebrecht	Hon
Bill Taylor	Hon
Eddie Sanrowman	Suz
100 BEG	
Jeff Vawter	Hod
Mike Palumbo	Suz
Lee Webster	Suz
100 NOV	
Lee Cangiano	Yam
Troy Bishop	Yam
Jon Hewitt	Yam
100 JR	
Bill Flour	Suz
Kirk Fitzek	Hod
Bill Streete	Suz
100 INT	
Mike Johnson	Pen
125 BEG DIV 1	
Lance Mason	Hon
Paul Sanders	Hon
Joe Berman	Hon
125 BEG DIV 2	
Bill McCaudless	Hon
Steve Sutton	Yam
Gary Priegal	Hon
125 NOV	
Ted Vandenraadt	Hon
Duffy Parrot	Hon
Ron Rinden	Hon
125 JR DIV 1	
David Tippp	Hon
Mitch Pawlock	Suz
Greg Gannon	Hon
125 JR DIV 2	
Bob Murray	Hon
Harold Morris	Hon
Broc Glover	Hon
125 INT	
Paul Shones	Hon
Rob Dameron	Hon
Eddie Clark	Hon
250 BEG DIV 1	
Mike Schoffstall	Hon
Keith Worley	Yam
Bruce Lauria	CZ
250 BEG DIV 2	
Scott Sheldon	Yam
Larry Flint	Yam
Jeff Jaquot	Yam
250 NOV	
Richard Craig	Kaw
Jeff Larsen	Suz
Bryan Daniel	Suz
250 JR	
Steve Montague	CZ
Mike Harms	Hon
Bob Nyby	Suz
250 INT	
Bob Warren	Hon
Scott McKinlay	Bul
Stan Flanders	Mon
250 OLD TIMER	
Harry Gardner	Bul
OPEN BEG	
Bill Kissell	Bul
Delbert Pitzer	CZ
David Greko	Bul
OPEN NOV	
Mark Banister	Bul
Bret Vantatenlove	Yam
Duane Morrison	Tri
OPEN JR	
Dino Sampo	Tri
Dave Schilling	Bul
Dave Packard	CZ
OPEN INT	
Tony Pena	Mon
Bob Gundry	Bul
Robin Pittman	Yam
OPEN EX	
Scott Miller	Yam
Dave Miller	KTM
Dave Boydstun	Mai
125 EX	
Dave Miller	FMF
Ron Turner	Suz
250 EX	
Morris Malone	Mai
Mark Rodman	Yam
Mike McGowen	Kaw

D-36 Short Track Fremont, Calif. July 10, 1974 by W.H. Spencer

60 NOV	
Bill Scott	Yam
Gary Rumble	Yam
60 EX	
Ricky Ryan	Ind
80 NOV	
Mike Randal	Yam
Art Anchondo	Hon
80 JR	
Doug Baber	Yam
Ruben Villarreal	Yam
80 EX	
Brian Thompson	Yam
100 MINI NOV	
Dave Johnson	Yam
Richie Simpson	Yam
100 MINI JR	
Chuck Halbakken	Yam
100 MINI EX	
Blair Newell	Hod
100 NOV	
Eddie Caballero	Yam
Joe Horton	Yam
125 NOV	
Scott Whitaker	Hod
Bernd Koegler	Hon
Ronnie Henderson	Yam
125 JR	
Ken Netto	Suz
Chris Dinner	Yam
175 NOV	
John Hegarty	Oss
Jerry Brandt	Yam
200 NOV	
Corey Silva	Bul
Dave Reibin	Bul
200 JR	
Dennis Sickle	Bul
250 NOV	
Jim Mahoney	Hon
Rick Siote	Suz
Bill Hermant	Yam
250 JR	
Phil Howard	Yam
Rodger Slack	Yam
Jim Ingoglia	Bul
250 EX	
Rick Delacy	Yam
Mike Faria	Yam
Duane Yarrow	Yam
360 NOV	
Errol Longboya	Hon
Joe Hardy	Bul
Rickie Eklund	Bul
360 JR	
Frank Borba	Bul
Tom Banks	Bul
360 EX	
Steve Eklund	Yam
Scott Pearson	Kaw
Bob Scally	Bul

D-36 Short Track Fremont, Calif. July 3, 1974 by W.H. Spencer

360 EX	
Steve Eklund	Yam
Steve Carrillo	Yam
Bob Scally	Bul
360 JR	
Tom Banks	Bul
Rusty Davis	Yam
Buddy Robinson	Kaw
360 NOV	
Marty Malchow	Yam
Mike Coleman	Hon
Don Kirby	Bul
250 EX	
Rick Delacy	Yam
Chuck Miller	Oss
Mike Faria	Yam
250 JR	
Eric Engen	Yam
Dave Nazzisi	Bul
Mike Panzica	Yam
250 NOV	
Bruce McGregor	Bul
Alex Anderson	Bul
Rick Siote	Bul
200 JR	
Jess Kreyling	Bul
200 NOV	
Corey Silva	Bul
Gary Pedrick	Bul
175 NOV	
John Hegarty	Oss
John Arnold	Yam
125 JR/EX	
Mike Minning	Kaw
Tony Alves	Yam
Ken Natto	Yam
125 NOV	
Bob Boten	Bul
Dan Russell	Hon
Ronnie Henderson	Yam
100 NOV	
Eddie Cabrillo	Yam
Rocky Robinson	Yam
100 MINI	
Blair Newell	Hon
Jeff Meachem	Yam
80 JR/EX	
Jim Filice	Yam
Doug Chandler	Ind
Doug Baber	Yam
80 NOV	
Mike Randal	Hon
Jim Cunnington	Hon
Jim Soto	Hon
60 NOV/EX	
Ricky Ryan	Ind
Billy Scott	Kam
Gary Rumble	Yam

CRC Team Race Lucerne Valley, Calif. July 14, 1974 by John Hesson

250 OPEN EX	
Tom Schmid	Yam
L.G. Hearn	Yam
Rick Jensen	Hus
Terry Harris	Hus
250 NOV	
Tom Berg	Bul
Bill Church	Bul
Larry Parsley	Yam
Wayne Van Kirk	Yam
Gary Short	Yan
Wayne Morgan	Yam
250 INT	
Louise White	Hus
Mike Powers	Hus
George Roberts	Hon
John Steen	Hon
Bill Vanettes	Hus
Jan Lehotan	Hus
250 BEG	
Neil Crane	Yam
Billy Walters	Yam
James Adams	Bul
Tony Starnes	Bul
Tim Edmonson	Hus
John Hagey	Hus
OPEN INT	
Curley Reeves	Hus
Jamie Avels	Yam
John Wickes	Yam
Ken Phillips	Yam
John White	Suz
Jim Shuttleworth	Suz
OPEN NOV	
Bill Thomas	Yam
Sid Aherero	Bul
Matt Jayich	Hus
Jeff Baxter	Yam
Josel Ahuero	CZ
Art Cossio	Hus
OPEN BEG	
Rod Simkins	Hus
John McDowell	Hus
Jim Collister	Gre
Bill Healy	Bul
Bill Young	Bul
Larry Rodman	Hon
175 NOV	
Jim Roberts	Pen
Earl Roberts	Suz
Joe Swessa	Pen
Ben Egbert	Pen
Elwin Johnson	Pen
Fred Wolgamott	Yam
175 BEG	
Steve Hartzell	Yam
Bill Richardson	Hod
Scott Hilton	Fia
Steve Gard	Pen
Pete Wallace	Suz
Cooper Wallace	Yam
125 NOV	
Norm Fisher	Mon
Ron Reneker	DKW
Bob Delliplaine	Hus
Jim Delliplaine	Hus
125 BEG	
Ronald Boswell	DKW
Gary Edemann	DKW
John Bresnahan	Yam
Don Stewart	Yam
E.R. Dahlgraven	DKW
Gerald Williams	DKW
125 BEG -16	
Matt Carter	Yam
B. Vaughn	Yam
Jeff Volpe	Yam
Dennis Ash	Yam
Ross Sutton	Hon
John Wallace	Yam
100 NOV	
Marlye Kenney	Pen
Noel Barber	Pen
Paul Krogstad	Hon
Mike Borndran	Hon
100 BEG	
Tim Collister	Hod
Tom Collister	Hon
Blaine Midkiff	Hod
Mike Midkiff	Yam
Eddie Watts	Hon
Ralph Argdell	Hon
MINI	
Robert Norris	Hon
Dave Young	Hon
MINI -16	
Ronda McGurk	Yam
Mike McGurk	Yam
POWDER PUFF	
Kathy Campbell	Suz
Shirley McGurk	Yam

South Bay TT & Half-mile Chula Vista, Calif. July 20, 1974

125 MAIN TT	
Ron Turner	Suz
Rich Volk	Yam
Tobin Whitt	Hon
500 MAIN	
Earl Roloff	Yam
Tim Melancon	Yam
Jim Steinbach	Yam
250 MAIN	
John Allison	Yam
Mark Weixeldorfer	YZ
Bob Hoffman	Yam
OPEN MAIN	
John Allison	Yam
Gene Bennett	Tri
Mark Weixeldorfer	Yam
125 HALF MAIN	
Rich Volk	Yam
Mark Weixeldorfer	Yam
Tom Glover	Yam
500 HALF MAIN	
Floyd Petton	Kaw
Earl Roloff	Yam
John Allison	Kaw
250 HALF MAIN	
Murray Huffman	Yam
Mark Matzinger	Yam
Tom Stahl	Yam
OPEN HALF MAIN	
John Allison	Yam
Gene Bennett	Tri
Neal Hereth	Tri

Jackrabbits D-37
Night TT Scrambles
Elsinore Rcwy.
Elsinore, Calif.
July 20, 1974
by Rex Reese

MINI/100 NOV	
D. Oller	Hon
K. McIntyre	Yam
J. Murphy	Yam
100 NOV/EX	
Mike Minnig	Kaw
Paul McPherson	Yam
S. Wiseman	Yam
POWDER PUFF	
B. Welcher	Kaw
D. Wiseman	Suz
T. Leipold	Oss
125 NOV MAIN	
Steve Woskoski	YZ
M. Williams	Hon
M. Bird	Yam
125 EX	
Mike Tidwell	YZ
Ricky Naymola	YZ
Eddie Lawson	YZ
250 NOV MAIN	
Jim Ingersoll	Yam
T. Thibodeaux	Yam
Stan Kinsey	Yam
250 AM	
Mike Prescott	Yam
D. Remp	Yam
R. Ripple	Bul
250 EX MAIN	
Dan McWhorter	Mon
B. Reynolds	Bul
R. Bird	Yam
JACKRABBIT RACE	
J. Heyneman	BSA
G. Garland	Hus
R. O'Neal	Hon
350/500 NOV	
S. Miller	Yam
D. Helfrick	Gri
E. Parker	Yam
500 AM	
D. Rees	Yam
B. Carpenter	Yam
Keith Moss	Yam
500 EX	
Mark Reichert	Yam
Rick Marquis	Hon
Dan Grigsby	Yam
OPEN EX	
John Sprague	Tri
M. Boyle	BSA
W. Goodwin	Tri

Motocross
Deschutes Cycle Pk.
Bend, Ore.
July 14, 1974
by Jan Newman

100 JR	
Steve Tomasini	Suz
Casey Lowry	Hon
Robert LaPree	Hod
125 JR	
Mike Tomasini	Suz
Freddie Thomas	Hon
Jeff Cairns	Suz
125 INT	
Tim Fellows	Hon
Phillip Randall	Hon
Steve Steckmyer	Hon
125 EX	
Randy Limbeck	Hon
Chet Davis	Hon
Brad Lecklider	C-A
250 JR	
Tim Holbrook	Hon
Jack Coulter	Hon
Daryl Nichols	Oss
250 INT	
Mike Taylor	CZ
Rick Herbst	Hon
Grant Hudkins	Yam
OPEN JR	
Wayne Huck	CZ
Bob Strobel	Hus
Gordon Lemons	Hus
OPEN EX	
Barney Newman	Mon
Ron Jensen	Hon
Brad Lecklider	C-A
MINI INT	
Danny Bolin	Ind
Russ Maw	Hon
MINI JR	
Kevin Tomasini	Suz
Mike Howard	Hon

D-36 Scrambles
Fremont, Calif.
July 13, 1974
By W. H. Spencer

100 NOV	
Bob Sousa	Kaw
Rick Lovitt	Hod
Debbie Land	Yam
125 NOV	
Greg Stocking	Hon
Tony Alves	Yam
Al Ciacco	Suz
125 JR	
Rod Spencer	Suz
Steve Carrillo	Yam
125 EX	
Alan Wood	Hod
175 NOV	
Tim Hlebo	Hon
Scott Garcia	Yam
200 NOV	
Scott Nail	Bul
Ronnie Stout	Bul
250 NOV	
Phil Howard	Yam
Al Ciacco	Suz
Rick Siote	Suz
250 JR	
Dave Nazzisi	Yam
Jim Mahoney	Hon
Dan Young	Yam
250 EX	
Dennis Souza	Yam
Pat Brown	Bul
Mike Kunsman	Yam
350 NOV	
Errol Longboys	Hon
Bryan Whitton	H-D
Bob Davis	Hon
500 NOV	
Gary Ham	Yam
Roger Bulik	Yam
Mike Starnes	CZ
500 JR	
Dave Mattson	Bul
Randy Quick	Yam
500 EX	
Dennis Souza	Yam
Allen Yarrow	Yam
Craig Michie	Hon
650 NOV	
Rober Sousa	Tri
Mike McClurg	BSA
650 JR	
Fred C. Mason	BSA
John Criljenko	Tri
650 EX	
Danney Hogue	Tri
Rick Otto	Tri
Bob Masters	Tri

E.C.R.A. MX
Escape Country
Trabuco Canyon, Calif.
July 20, 1974

MINI 1st DAY	
Mike McCormick	Ind
MINI BEG	
Craig Maher	Hon
SUPER MINI 1st DAY	
Jack Essen	Hon
SUPER MINI BEG	
Mike Jorgenson	Hon
SUPER MINI NOV	
Matt Dillon	Hon
100 1st DAY	
Mike Blake	Yam
100 NOV	
Dave Dickenson	Yam
125 1st DAY	
Tony Moceri	Sux
Dennis Strandberg	Hon
125 BEG	
Bob Light	Suz
Chris Verdi	Bul
Dan McEnterfer	Yam
125 NOV	
Bob Bourne	YZ
Paul Ivie	Yam
Scott Honaker	Hon
125 INT	
Dan Zickuhr	Hon
175 CLASS	
James Ray	Yam
Bret Weyand	Puc
250 1st DAY	
Jerry McMohas	Hon
250 BEG	
Jeff Tauzin	Yam
Ken White	Hon
250 NOV	
Russell Christensen	Hus
Matt Robinson	Hon
Floyd Lewis	CZ
250 INT	
Dave Krikac	Bul
250 EX	
Steve VanWormer	Mai
Tim Battenschlag	Mai
OPEN 1st DAY	
Larry Hobbs	Yam
OPEN BEG	
Larry Payne	Yam

Deschutes Summer
Series MX
Bend, Ore.
July 14, 1974
by Jan Newman

100 JR	
Steve Tomasini	Suz
Jack Hargrave	Yam
Robert LaPree	Hod
100 INT	
Scott Hudson	Hod
125 JR	
Mike Tomasini	Suz
Fred Thomas	Hon
Rocky Osborne	Hon
125 INT	
Kim Widmer	Hon
Steve Steckmyer	Hon
Rick Herbst	Hon
250 JR	
Calvin Williams	Suz
Gary Sellards	Mai
Steve Springston	Yam
250 INT	
Chuck Hagen	Hus
Ken McCormick	Bul
Brad Lecklider	C-A
OPEN JR	
Wayne Huck	CZ
Jim Newman	Mai
Dave McCulloch	Yam
OPEN INT	
Ron Long	Mon
Bill Jones	Hon
Jim Farrar	Mai
MINI JR	
Kevin Mack	Hon
Mike Howard	Hon
Kevin Tomasini	Suz
MINI INT	
Gary Mack	Hon
Ron O'Halloran	Yam
Kenneth Caudle	Hon

Motocross
Helvetia Park
Sacramento, Calif.
July 14, 1974

OPEN EX	
Gary Cooper	Kaw
Jim McClinton	Yam
250 EX	
Don Mancino	Pen
Kevin Sinclair	Kaw
Dave Carlson	Hus
125 EX	
Eddie Brown	Hon
Michael Preston	Hon
Jeff Shurtz	Suz
OPEN AM	
Mike Haynes	CZ
Sammey Lohr	Hus
Bill Grigg	Bul
250 AM	
Terry Gladney	Pen
Tony French	Hus
John Hilts	Hus
125 AM	
Scott Rogers	Suz
Jim Sylvia	Kaw
Renny Brons	Suz
OPEN NOV	
Dan Garland	Kaw
Steve Koster	Hon
Gene Higgenbothem	Hon
250 NOV DIV I	
Charles Sexton	Yam
Gene McKenzie	Yam
Bruce Logan	Bul
Nick Jarrel	CZ
250 NOV DIV II	
Wayne Reedy	Suz
Linn Harding	Oss
Tim McIntyre	Hon
250 NOV DIV III	
John O'Donnell	Hon
Peter Iverson	Yam
Steve Goldsberry	—
125 NOV DIV I	
Rick Hobbs	Suz
Cori Roberts	Suz
Gregg Welch	Hon
Bill Hill	Pen
125 NOV DIV II	
Scott Cowan	Hon
Arnold Plant	Mon
Jim DaPrado	Pen
Mark Forten	Hon
125 NOV DIV III	
Richard Clinton	Hon
Bob Brock	Kaw
Glenn Morrison	Hon
Kip Quetoure	Hon
100 NOV	
Steve Parker	Yam
Steve Higgens	Hon
Joe Sylvia	Hod
MINI 100 NOV	
Scott Rice	Yam
Lance Beauchamp	Yam
Scott Arnold	Yam
MINI 70-80 AM/EX	
Lewis Rabe	Yam
Troy Arnold	Suz
MINI 70-80 NOV	
Marvin Woods	Suz
Ed Defty	Hon
Troy Decoque	Hon
Jon Yourd	—

CRC MX
Indian Dunes
Valencia, Calif.
July 16, 1974
by John P. Hesson

MINI BEG	
Scott Grose	Yam
Jim Padilla	Yam
Cary Noyd	Hon
MINI NOV	
Steve Allensworth	Hon
Roger Sinker	Hon
Brian McConnell	Hon
MINI ADV	
David Graham	Suz
Jim Cote	Hon
MINI POWDER PUFF	
Sue Weicberg	Hon
Sherry Viens	Hon
Lisa Christensen	Hon
100 BEG	
Kirk Johnson	Pen
J.C. Lopez	Suz
Dan Branfman	Hon
100 NOV	
Karl Allen	Suz
Don Bizzyp	Suz
Kent Bernstein	Suz
125 NOV	
William Reyes	Hon
Chris Mallory	Hon
Scott Faulkner	Hon
125 BEG DIV I	
Dave Signor	Hon
Joe Berman	Hon
James Nigg	Suz
125 BEG DIV II	
Mike Lewis	J&B
Neil Wolfson	Hon
Rick Crady	Hon
125 INT	
Mark Marinez	Bul
Tracy Hrach	Hon
Evan Marcus	Hon
125 EX	
Ken Zahrt	Bul
Jeff Black	Hon
Don Deaz	Hon
250 BEG	
Stu Faulkner	Hon
Duane March	CZ
Chuck Rubin	Bul
250 NOV	
Bob Vege	Hon
Rick Roberts	CZ
Jeff Drummen	Bul
OPEN BEG	
Wayne Allen	Yam
Scott Spring	Yam
Bud Raridon	Yam
OPEN BEG VET	
Dave Turnquist	CZ
Chuck Ramsey	Yam
Don Ramsey	Hus
OPEN NOV	
Don Strongberg	Yam
Glen Wheeler	CZ
Rob Narion	Mai
PRESS	
Mike Hannon	Bul
Brad Zimmerman	Hon
Dave Hetzler	Bul
250 INT	
Norris Whitmore	Hon
Russ Hoffman	CZ
Steve Roark	Bul
250 EX	
Will Harper	CZ
Mark Hateley	CZ
Jeff Harriott	YZ
OPEN INT	
Gregg Humber	Mai
Ress Benson	CZ
Jim Potter	Hon
OPEN EX	
Ken Zahrt	—
Dave Haugh	Bul
Randy Stubbs	Bul

Hillclimb
DeAnza Cycle Pk.
Sunnymead, Calif.
July 14, 1974
by Ann A. Powell

MINI	
Tim Breckenridge	Hon
Gary Hall	Hon
Mark Kenyon	Yam
100	
Mike Shae	Kaw
Brian Collier	Yam
125	
Tom Turner	Hon
Dave Powell	Suz
175	
Carl Collier	Yam
Jim Steffelbeam	Yam
250 STOCK	
Carl Collier	Yam
250 MOD	
Doug Hall	Bul
360 STOCK	
Bill Estes	Hus
Clyde Peterson	Yam
Earl Whetsell	Yam
360 MOD	
Clyde Peterson	Yam
Kerry Peterson	Yam
Doug Hall	Bul
400 STOCK	
Wes Evans	Suz
Kerry Peterson	Mai
400 MOD	
Wes Evans	Suz
Neal Mackel	Hus
450 STOCK	
Sal Pena	Mai
450 MOD	
Wes Evans	Suz
Chuck Peterson	Mai
William Nuesse	Suz
500 STOCK	
Carl Collier	Yam
Clyde Peterson	Yam
Frank Breckenridge	Yam
500 MOD	
Neal Mackel	Hus
Clyde Peterson	Yam
Frank Bredkenridge	Yam
650 STOCK	
Randy Hudnall	Tri
650 MOD	
Ron Thompson	Yam
750-OPEN	
Neal Mackel	Tri
Ed Shaver	Tri
OVERALL	
Neal Mackel	

Speedway
Napa, Calif.
July 20, 1974
by Sneaky Pete

SCRATCH MAIN	
Mike Rooney	
Norm Denny	
Alan Christian	
Dale Stetler	
HANDICAP MAIN	
Butch Corder	
George Carter	
Alan Christian	
SCRATCH CONS	
Rich MacMurray	
Ron McGill	
George Carter	
Jerry Baugh	
HANDICAP CONS	
Jerry Baugh	
Rich MacMurray	
Barclay Trehal	
DIV TWO MAIN	
Carl Cranke	
Greg Rew	
Marty Benck	

ROUTE CHECK

Long Beach, All DRA Races
I have a van and room for one bike and rider. Scott (213) 866-2956. (24/2x)

S.F. Valley to San Jose Mile
Room for 2 bodies. Leave a.m. 7/6, return p.m. 7/7. Can make all arrangements. Must know by 6/21/74. Dennis (213) 842-2381. (23/2x)

City of Orange To All D-37 MXs
250 Elsinore Novice. Has Chevy Love truck, going to all D-37 MX races and CMC on off weeks. Give me a call. Jim, before 2:00 (714) 997-5215. (27/4x)

Irvine to Local MX Races
YAMAHA YZ-80 minicycle rider needs a ride to MX races anywhere every Sunday or Friday. Call after 7:30 p.m., ask for Neal (714) 551-3346. (28/4x)

La Mirada to Mojave
Have room for 2 or 3 more bikes. ¾ ton Chevy Long Horn pick-up. Have cabin, cowtrail and cross country. Truck carries 75 gallons gas. Split expenses. After 6 p.m., ask for Mike (714) 522-2219. (26/TFN)

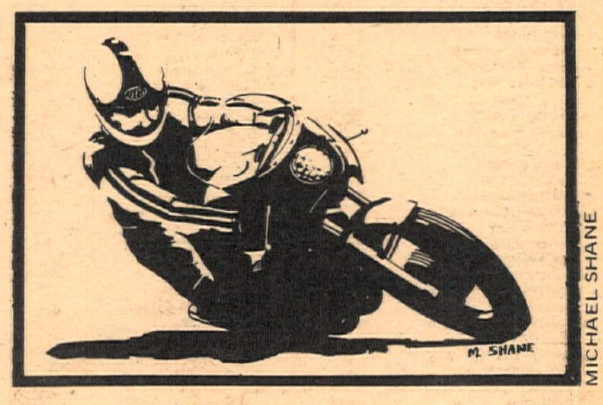
Huntington Beach — Saddleback
My name is Zach. I race a 125 Elsinore on Saturdays at Saddleback. Use your van or tow my 3-bike trailer (I'm 14). I'll share gas expenses. (213) 592-2611 or (714) 846-3487. (27/2x)

From Torrance to ?
Broke my wheels, need ride to MX races on Sundays. AME, CMC, District 37 or anything. Have 250 CZ, age 19. James (213) 323-4576. (20/3x)

La Canada to MX Races
Please help!? I'm an MX freak — but my friends have lost interest. Can't get a ride to MX races on Sunday. Will split gas. I ride a 250 CZ. Help!? Greg (213) 248-5474. (27/4x)

Fresno to Wherever?
Just moved to Fresno from L.A. Raced District 37 desert, interested in scrambles or family trail riding (mostly scrambles). Call Jim (209) 226-4989. (17/4x)

Long Beach to Palmdale or Saddleback
I have an El Canino and ride a 250 Suzook. I enjoy racing or just putting. Have room for 1 other bike. Call Randy (213) 547-6648 before 3:00 Mon.-Fri. (30/4x)



MICHAEL SHANE

Route Check Blank

Gas pains gettin' to ya, booby? Wow, what a bummer. For **ABSOLUTELY NOTHING** we're going to help you get to school, work, or the **RACE.** Yeah, that's important, ya know? If you'd like to help your fellow biker and meet some neat people, put a listing in our column. Send your first name, your phone number, and the approximate places that you travel to and from and on what days of the week you do so.

All ads are free — save gas — pool your van.

Name PLEASE PRINT!

Address City State Zip

City to City

Check how long you want your ad to run
☐ 1 time ☐ 2 times ☐ 3 times ☐ 4 times

Area Code Phone Number

RESULTS

Half-mile
Corona Rcwy.
Corona, Calif.
July 19, 1974
by Rex Reese

MINI AM
Marty Jameson Hon
Pat Richmond Hon
Jim Privett Hon
OPEN AM/EX
Terry Griner Yam
Vance Nead Yam
John Newquist Bul

D-37 Euro. Scrambles
Lucerne, Calif.
July 28, 1974
by Jim Stewart

400 EX
Art Knapp Hus
Bob Balentine Hus
Smokebomb Geatz Yam
400 AM
Mark Stormes Suz
250 EX
Jimmy Brown Bul
Charles Gates Yam
David Cheney Yam
250 AM
Robert Wadlow CZ
250 NOV
Ronny McClellan CZ
Wade Roh Yam
175
Dean Modesett Pen
Andy Kirker Yam
175 NOV
Alan Decker Pen
Bob Brack Yam
Gene Rock Pen
100 EX
Larry Roserler H-D
Bruce Ogilive H-D
Charles Hamill Jr. Pen
100 NOV
Scott Adkins Hod
Jody Belknap Hod
L. R. Watkins Pen

Motocross
Moreno Valley M.C.
De Anza Cycle Pk.
Sunnymead, Calif.
July 20, 1974
by Gus

250 BEG
Charles Beem Kaw
Tom Cox Suz
Hugh Heney Suz
250 JR
Sam Gold Hon
OPEN BEG
Matt Myers Yam
Henry Clifton, Jr. Yam
Cal Tobin, Jr. BSA
OPEN SR
Keith Patten Kaw
Lee Yaegle CZ
125 BEG
Wayne Gunter Yam
Robert Callaway Kaw
Debbie Lutz Hon
125 JR
Dave Winters Hon
Steve Lutz Hon
Clint Carman Hon
100 JR
Harry Warr Yam
100 BEG
Ray Cates Yam
Danny Burtt Suz
Richard Pierce Yam
MINI BEG
David Beem Hon
Rick Wenzel Ind

Speedway
O.C.I.R.
July 24, 1974
by Dennis Greene

SCRATCH MAIN
Nelson Fonte
Bobby Roos
Phil Moon
Rick Smith
HANDICAP MAIN
Jim Fishback
Barrie Idom
Bobby Roos
Chris Haines

Speedway
Irwindale, Calif.
July 25, 1974
by Dennis Greene

SCRATCH MAIN
Mike Bast
Steve Bast
Dubb Ferrell
Sonny Nutter
HANDICAP MAIN
Don Cullum
Jan Ballard
Mike Curoso
Jeff Sexton

CMC Motocross
South Bay Spdwy.
Chula Vista, Calif.
July 24, 1974

MINI STOCK I
R. Johnson Hon
S. Meyer Hon
J. Simpson Hon
MINI STOCK II
S. Blevins Hon
M. Golden Hon
M. Hope Hon
MINI MOD
S. Meyer Hon
R. Johnson Hon
A. Robeson Hon
POWDER PUFF
R. Antonacci Hon
D. Brault Yam
M. Barton Yam
100 JR
J. Clawson Yam
R. MacRostie Suz
R. Bullen Yam
125 INT
J. Freck Hon
C. Maurath Yam
T. Wanket Hon
125 JR I
B. Sherwood Hon
B. Murray Hon
J. Wright Suz
125 JR II
K. Kahn Hon
D. Fritz Hon
G. Shehell Yam
250 INT
D. Stafford CZ
E. Conners Hon
M. Moore CZ
250 JR I
R. Gamble Mon
C. Contrenas Suz
M. Heritage Mai
250 JR II
J. Plag Hon
K. Marx Kaw
J. Kelley CZ
250 JR III
M. Young Yam
R. Hasson Hus
C. Piggott YZ
500 INT
D. Stevenson Yam
J. Gajawsky CZ
M. Tajue CZ
500 JR
T. Markin Hus
M. Jacobson CZ
D. Davalos Suz
125 PRO
J. Tessitore Ban
R. Turner Suz
C. Godzicki Hon
250 PRO
M. Stearns CZ
R. Grafton Hus
M. McGowen Kaw
500 PRO
X. Frost Suz
M. Stephenson CCM
C. Howell Hus

Speedway
Bakersfield, Calif.
July 24, 1974
by Dennis Greene

SCRATCH MAIN
Mike Bast
Jeff Sexton
Norm Denny
Mark Cherf
HANDICAP MAIN
Mark Cherf
Dubb Ferrell
Scott Sivadge
Mike Bast

Speedway
Ventura, Calif.
July 23, 1974
by Dennis Greene

SCRATCH MAIN
Bill Cody
Rick Woods
Mike Curoso
Mike Bast
HANDICAP MAIN
Bobby Roos
Brain Short
Dubb Ferrell
Dean York

Speedway
Costa Mesa, Calif.
July 26, 1974
by Dale Brown

HANDICAP MAIN
Ron Taylor
Bill Meister
Steve Bast
Larry Moon
SCRATCH MAIN
Steve Bast
Mike Curoso
Bill Cody
Mike Bast
FEATURE MATCH
Mike Konle (Over)
Dubb Ferrell

TROPHY PICKUP

Each listing $1.00 per week. Send to Cycle News, Box 498, Long Beach, CA 90801.

Jack Rabbits Trophies. All trophies not picked up by 8-5-74 for Desert run 3-17-74 will be forfeited. May be claimed by calling (213) 422-5034 or pickup at clubhouse, 9143 E. Compton any Monday night 8:30 p.m. (30/2x)

Viewfinders Trophy Presentation Saturday Aug. 3, 8:00. At Orange County Fairgrounds in Costa Mesa, Calif. Free Beer, live band, everyone welcome, further info. (714) 645-4178. (29/2x)

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Otto's Cycles
HOLLYWOOD
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(213) 467-0035

Get with Route Check

TT Scrambles
Sprockets Park
Bakersfield, Calif.
July 13, 1974
by AccuReport

250 JR
Terry Dixon Yam
Joe King Suz
Jerry Lessley Bul
89 NOV
Wade Williams Hon
Page Dabby Hon
Mike Wesson Yam
89 JR/EX
Charles Jorgensen Suz
David Marrs Suz
Bill Hartman Hon
100 NOV
Gary Robey Suz
Harve Meek Suz
Gary Wesson Suz
100-125 JR
Johnnie McAlester Yam
Kent Bowser Kaw
William Riggan Yam
125 NOV
Steven Dent Suz
Dewayne Miller Yam
Carl Rockberg Hon
100-125 EX
Greg Bookout Kaw
Rod Salmon Suz
Mark Powers Suz
200 NOV
John Simpson Suz
Tim Holloway Kaw
Mark Hurst Suz
200 EX
Darrell Hurst Suz
Kim Shroposhire Suz
Brian Hurst Kaw
250 NOV
Don Wood Mai
Ron Hay Yam
Jim Christopherson Suz
250 EX
Frank Adamo Yam
Shell Borden Suz
Tom Boles Suz
360 NOV
Robert Kennedy Yam
Ronald White Yam
Franke Buttke Mai
360 JR
Gene Conners Yam
Mike Keen Hus
David Tolf Mon
OPEN JR/EX
Midge Griffith Nor
Frank Adamo Tri
William Edmonston Tri

E.C.R.A. MX
Escape Country
Trabuco Cyn., Calif.
July 21, 1974

SUPER MINI 1st DAY
Dean Hoag Hon
Jim McIntosh Hon
Tom Vorndran —
SUPER MINI BEG
Andy Blokbyk Hon
Barbara Spielman Hon
SUPER MINI NOV
Matt Dillon Hon
Ricky Ryan Hon
Glenn Norkus Yam
SUPER MINI INT
Mark Leos Hon
SUPER MINI EX
Pete Hillebrecht Hon
100 1st DAY
Tom Rogers Yam
Rick Warfel Kaw
100 BEG
Lee Canglana Yam
Tim Murphy Yam
100 NOV
Noel Leos Yam
Dick Anderson Yam
100 INT
Bob Quintin Hon
125 1st DAY
Mike Olds Hon
Kai Medlin Hon
Mike Godfrey Kaw
125 BEG RACE I
Scott Merry Suz
Mark Johnson Yam
Bob McMichael Yam
125 BEG RACE I
Mike Gherardi Suz
Wesley Kaneshiro YZ
Joe Magazine Suz
125 NOV RACE I
Tom Wagner Hon
Bill Melanson DKW
Tom Earle Hon
125 NOV RACE II
David Tipp Hon
Greg Lynch Hon
Paul Sanders Hon
125 INT
Mike Lyons Hon
Bob Quintin Hon
125 EX
Bill Urban Hon
Bob Haag Hus
Gary Denton Hon
175
Tom Mink —
250 1st DAY
Jeff Hulecki Yam
Art McClain Hon
Bob O'Donnell CZ
250 BEG
Charles LaDucca Yam
Ray Duddridge Kaw
Richard Bell Suz
250 NOV
John Gilbertson Hon
Tom Kleeman Hon
Scott Mooneyham Hon
250 INT
Tom Conrad Mai
Jim Nassar KTM
Bill Boyd Mon
250 EX
Morris Malone Mai
Jeffrey Vidic Mai
Will Harper CZ
OPEN 1st DAY
Jess McIntosh CZ
OPEN BEG
Art Olivier Hus
Randy Cloud BSA
OPEN NOV
Brian Armstrong Mai
David Edwards CZ
OPEN INT
Don Pettingill Mai
Calvin Weber Mai
OPEN EX
Peter Maly CZ
John Hrynkiewicz Mai
Mike Yorba Mai
POWDER PUFF
Chelle Blythe Yam

Fremont Marathon
Fremont, Calif.
July 14, 1974
by W.H. Spencer

125
Wes Morrill/
Charlie Shapiro Hon
Jeff/Mark Hallock Hon
Billy Risner Hus
Tim Carlisle/
Jim Ingoglia Yam
Marsis Grasis/
Mike Moffat Hon
Noel Bilski/
Roy Brown Hon
Lon Fly/
Henry Allen Hon
250
Wayne Morrill/
Rod Simas Yam
Jeff Cole/
Gary Vanderpool Hus
Bob/Jim Vickery Yam
Mike Gonzalez Yam
Bob Sievwright/
Bob Nickerson Hon
OPEN
Rod Simas/
Wayne Morrill Yam
Gary Vanderpool/
Jeff Cole Hus
Frank &
Billy Risner Hon
Steve Kennedy Hus

Short Track
Corona Rcwy.
Corona, Calif.
July 17, 1974
by Rex Reese

PEE WEE DIV I
Brad Kelly Hon
Kristi Kossuth Ind
PEE WEE DIV II
Buddy Crisp Yam
David Jenkin Hon
Louis Kossuth Ind
MINI EX
Mike Johns Yam
Gordie Kidd Hon
Pat Richmond Hon
MINI AM
Jim Privett Hon
Mike Peterson Hon
Jim Hall Yam
100 NOV
Ronnie Wood Kaw
Mark Scroggins Kaw
Eddie Drake Kaw
MINI EX
Mike Johns Yam
Buddy Crisp Yam
David Jenkin Hon
100 NOV
Mark Scroggins Kaw
David Waples Kaw
Eddie Drake Hon
100/125 AM/EX
Eddie Lawson Yam
Gordon Kidd Yam
Wes Chandler Kaw
125 NOV
Eddie Drake Hon
Gary Nelson —
Marty Woodbury —
250 NOV
Greg Zehner Yam
Frank Tumbiola Mai
Tim Bowers Bul
250 AM/EX
Steve Fortune Yam
Troy Fiskter Yam
Ruben Malaguarneno Yam
OPEN NOV
Dan Rees Bul
Mike Stewart Kaw
Ron Byars Yam
100/125 AM/EX
Eddie Lawson Yam
Gordon Kidd Yam
Wes Chandler Kaw
125 NOV
Dylan Neihart Yam
Phillip Popp Yam
Eddie Drake Hon
250 NOV
Greg Zehner Yam
Dan Rees Bul
Tim Bowers Bul
250 AM/EX
Steve Fortune Bul
Jerry Statum Yam
Ken Kenner —
OPEN NOV
Terry Griner Yam
Terry Statum Yam
John Newquist Bul

TT Scrambles
Dehesa Pk.
San Diego, Calif.
July 14, 1974
by Jim Roberts

100 NOV
Mike Huffman Suz
Steve Laninovich Yam
Jimmy Roberts Yam
125 NOV A
Bill Laninovich Yam
Wayne King Yam
Tom Glover Yam
125 NOV B
Dave Little Yam
Dennis Browne Yam
Rodger Harris Yam
125 AM/EX
Richie Volk Yam
Al Glover Yam
Eddy Pendleton Hon
250 NOV A
Gary Leake Hon
John Garcia Yam
Steve Finan Kaw
250 NOV B
Tom Ferguson Yam
Bill Charles Yam
Dan Westrup Yam
250 AN/EX
Al Glover Yam
Eddy Pendleton Yam
Bobby Huffman Yam
OPEN NOV
George Cobarubias Suz
Steven Kennison Bul
Jack Rorer Yam
OPEN AM/EX
Tim Melancon Yam
Kerry Standifer BSA
Geoff Dawson Yam
KIDS
Scott Bowman Yam
Richie Laninovich Yam
Wayne Hardesty Yam

R.A.C.E. Night MX
Corona Rcwy.
Corona, Calif.
July 19, 1974
by Rex Reese

MINI
Harlan Kistler Hon
Marty Kistler Hon
Lindley Kistler Hon
100 NOV
Scott Sheedy Hon
John Heers Yam
Bob Harcrow Yam
125 NOV DIV I
Jay Spencer Pen
Robert Pinkul Yam
Eddie Romero Hon
125 NOV DIV II
Lee Caldwell Bul
Keith Auzende Hon
Ted Van Duin Suz
100 AM
Greg Rodriquiz Hon
Marty Wolford Yam
John Heers Yam
125 AM
George Forte Hon
Robert Lunt Hon
Robert Boggs Hon
250 NOV DIV I
Russell Hadley Suz
Kirk Hatton Hon
Willi Nuelbacher Bul
250 NOV DIV II
Terry Traver Hon
Terry Cowdin Kaw
Gordon Ward Hon
OPEN
Joe Fillippi CZ
Skip Gallager Kaw
Albert Charles Mai
250 EX
Greg Done YZ
Darryl Brown Mon
Tony Kirkpatrick Oss

Yamaha Gold Cup BX
Birmingham Stadium
Van Nuys, Calif.
July 20, 1974
by Dale Brown

NOV
Bobby Watts
Jerry Gunner
Philip Palfreyman
JR
David Clayton
Doug Takashashi
Bobby Encinas
EX
Scott Breithaupt
Brian Ramocinski
Rich Langosh

AMC MX
Rawhide Park
Elsinore, Calif.
July 21, 1974
By S. Sapicoff

MINI BEG
Mark Guinto Hon
Danny Dilkey Hon
Jim Hall Yam
MINI NOV
Gary Renshaw Hon
George Renshaw Hon
Cindi Watson Hon
MINI INT
Kurt Sofka Jr. Yam
Bill Jewett Hon
100 BEG
Eddy Kissell Yam
Mike Krause Yam
Philip Settle Ste
100 NOV
Tom Watson Suz
Gary Fukuda Suz
Tony Gomez Yam
100 JR
Corki Moore Yam
100 INT
Mike Johnson Pen
125 BEG DIV 1
Steve Gildea Hon
Tim Massenzo Hon
Mark Harp Hon
125 BEG DIV 2
Jon Warneke Suz
Blair Risner Hon
Steve Jackson Hon
125 NOV
Jon Whitcomb Hon
Barry McLellan Suz
Mike Yada Hon
125 JR
Bruce Slingerland Hon
Jack Urich Hon
Mark Arsenault Hon
250 BEG
Jerry Lee Kimbro Yam
Mike Ronbinson Yam
Kevin Burke Bul
250 NOV
Richard Squire CZ
Larry Flint Yam
Dick Welch Yam
250 JR
Steve Montague CZ
Steve Miller KTM
Mark Jacobsen Hon
250 INT
Mike Lasker KTM
Don Wickham KTM
Stan Flanders Mon
OPEN BEG
John White Suz
Jim Stewart Yam
William Patton Yam
OPEN NOV
John Rush Suz
Bob Bragg Hus
Duane Morrison Tri
OPEN JR
Jim Beltinck Mai
OPEN INT
David Blosser CZ
OPEN OLD TIMER
Shay Huffman CZ
125 EX
Dave Miller FMF
Toby Taki Hon
Dana Nelson Suz
250 EX
Tray Oswell KTM
Tony Rogers Mai
Henry Saunders Mai
OPEN EX
Billy Payne Bul
Ron Blanton Bul
Mark Rodman Yam

CMC Short Track
Cycleland Spdwy.
Chico, Calif.
July 20, 1974

100 NOV	
Tom Green	Yam
Randy Freeman	Bul
Dana Covert	Yam
125 NOV	
Allen Shackleford	Hon
Craig Jackson	Bul
Bob Cervantes	Yam
175 NOV	
Mike McKee	Yam
Chris Sauer	Yam
Paul Martin	Suz
200 NOV	
Bruce Koistinen	Bul
Tom Cantrell	Bul
250 NOV	
Jeff Smith	Bul
Mike Hall	Bul
Joe Ryan	Kaw
200 JR	
John Williams	Bul
Ernie Azevedo	Bul
Joe Gardner	Bul
250 JR	
Guy Abbott	Bul
Bill Zirkle	Yam
Gary Barrett	Bul
250 EX	
Bob Vaughan	Hon
Tom Southam	Bul
Cliff Hylton	Yam
200 HANDICAP	
Allen Jones	Bul
Keith Moore	Bul
Cliff Hylton	Yam
250 HANDICAP	
Mike Hall	Bul
Jim Hubbard	Yam
Dallas Turner	Yam
360 HANDICAP	
Craig Curtis	Bul
Mike Coleman	Hon
Bill Snodgrass	Yam

MRA Road Race
Woody Creek Rcwy.
Aspen, Colo.
July 21, 1974

0-250 CAFE	
Bruce Sass	Yam
John D. Ulrich	DKW
Bill Abney	Suz
231-350 CAFE	
Lynnwood Wilson	Yam
Woody Witte	Yam
John Bate	Yam
351-OPEN CAFE	
Dennis Korth	Kaw
Art Friedman	Kaw
V. Agostino	Hon
125 GP	
D. Ebersole	Yam
Dave Old	Yam
Dennis Korth	—
250 GP	
Bruce Sass	Yam
Bill Vickery	Yam
Joe Valentine	Yam
251-351 GP	
Lynwood Wilson	Yam
R. McCurey	Bul
Randy Skiles	Yam
351-OPEN GP	
Dennis Korth	Kaw
Bill Vickery	Yam
Art Friedman	Kaw
0-250 DIRT BIKE	
Bruce Sass	Yam
Dennis Zickrick	Hon
B. Messenger	Kaw
250-OPEN DIRT BIKE	
Dennis Korth	—
J. Sanecky	Mon
Norm Myers	Yam
0-250 PROD	
Larry Lim	Kaw
Bill Abney	Suz
R. Frerichs	Yam
231-350 PROD	
K. Baldwin	Yam
Randy Skiles	Yam
J. Adams	Kaw
351-OPEN PROD	
Art Friedman	Kaw
Rusty Sharp	Suz
Rod Ratzlaff	Kaw

D-37 MX
Santa Barbara, Calif.
July 21, 1974
by Bob Sloan

125 NOV	
NON DISTRICT	
Jon Adams	Hon
Neil MacDonnell	Suz
Lyn Van Noy	Hon
125 NOV DIV I	
Tom McAllister	Pen
Lou Darling	Hon
Gary Williams	Pen
125 NOV DIV II	
John Ryan	Hon
Jim Norris	Suz
Tom Shumard	Hon
125 EX	
Jim Connoly	Bul
Dan Sanchez	Mnk
Mike Hooperton	—
250 NOV	
NON DISTRICT	
Mike Staniforth	CZ
Bear Wilson	Yam
Russ Jones	Puc
250 NOV DIV I	
Gary Minnich	Suz
Bruce Johnson	Hus
Glen Laughlin	Bul
250 NOV DIV II	
Andy Segale	Hus
Tim Gunner	Yam
Roger Eggers	CZ
250 EX	
Manny Dauger	—
Danny Sanchez	Pen
Nate Sciacqua	Yam
OPEN JR	
Dan Martin	CZ
Joe Pearson	Yam
Bruce Johnson	—
OPEN SR AM	
Don Kadlec	Mai
Mike Beanwau	Bul
Mike Forsyth	Tri
EX	
Mike Hannon	Bul
Al Cooke	C-A
Jim Connolly	Bul
SIDEHACKS	
Bull Shirreffs/ Mark Saylund	Yam
POWDER PUFF	
Nancy Payne	Hon
Cherry Stockton	Bul
Sue Fish	Hod

P.I.T.S. Inv. Trial
Bakersfield, Calif.
July 14, 1974
by Ron Sprayberry

EX	
Guy Van Gaasbeek	Bul
Joe Masculine	Bul
Larry Melton	Bul
AM	
Marvin Woolard	Yam
Jerry Wiencek	Bul
NOV A	
Edward LaPointe	Suz
George McHenry	Bul
Harold Sprayberry	Hon
Dave Sprayberry	Hon
NOV B	
Eve Melton	Bul
Bob Shaw	Yam
Bob Turner	Hon
KIDS	
Jim Robinson, Jr.	Hon
Verlon Robinson	Hon
Levi Smith, Jr.	Yam
Ron Robertson	Kaw
BICYCLE	
Scott Atchison	—

Mini World MX
Calif. State Champ.
June 29 & 30, 1974
by Gloria Simmons

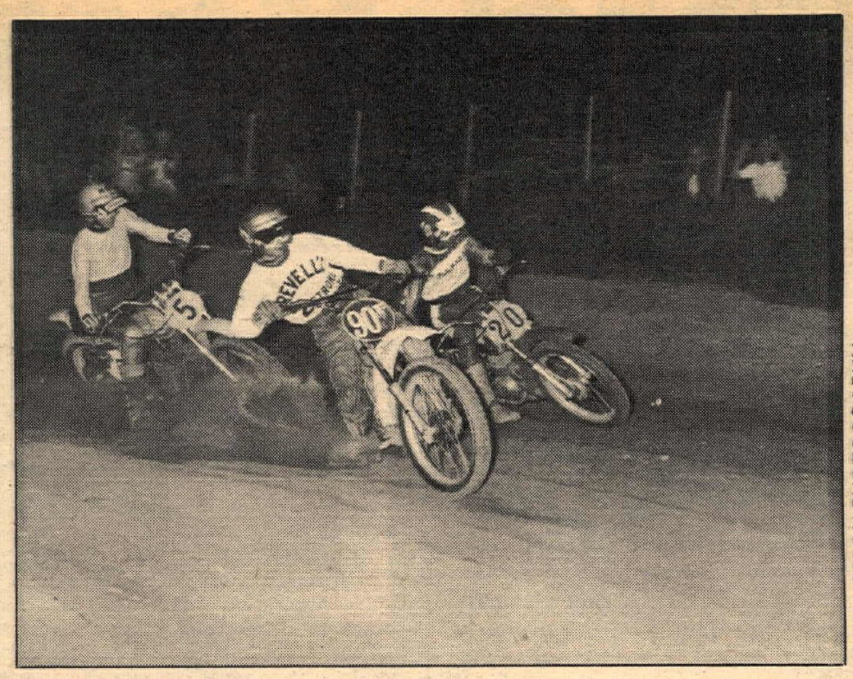
MINI SPDWY
Scott Webb
Mike Bloom
Jay Gianetti
PEE WEE STOCK
Debbie Allred
James Nutter, Jr.
Clayton Hill
PEE WEE MOD
Kristi Kossuth
Mike Legere
Linda Stephenson
PEE WEE
SUPER EX
Rudy Dickenson
Michael Koemans
Kurt Hendrickson
0-6.9 HP 10 & UNDER
Adam Oller
Brad Kelly
Chris Lepley
0-61 11 & UNDER
JR CYCLE
Rick Legere
Jeff Wilkinson
Tammy Ahlstrom
0-61 11 & UNDER
JR CYCLE
Rudy Dickenson
Randy Bennett
0-61 STOCK
11 & UNDER
Paul Dennis
Joe Lepley
James Bond
0-61 MOD
11 & UNDER
Ronnie Eversole
Louis Kossuth
Grant Garban
0-61 MOD
12 & OVER
Jimmy Wright
Freddie Armenta
Bobby Jones
0-81 STOCK
NOV 6-8 YRS
Paul Dennis
William Kelley
Sparkey Perry
0-81 STOCK
NOV 9-11
Joey Dee
Raymond Dennis
Scott Davis
0-81 STOCK
NOV 11 & UNDER
Kenny Allen
Kenny Stephenson
John Miller
0-81 STOCK
NOV 12 & OVER
Chris Fromme
Joe Spangler
Kirk Sturgeon
0-81 STOCK
12 & OVER EX
Andy Paloafox
Ricky Simmons
Don Van Tassel
0-81 MOD
NOV 11 & UNDER
Joey Dee
Brian Fountain
Kenny Allen
0-81 MOD
NOV 11 & UNDER
Rex Smith
Eddie Glover
Bobby McGregor
0-81 MOD
EX 11 & UNDER
David Dieterle
Chris Fromme
Shon Andersen
0-81 MOD
NOV 12 & OVER
Mike Peterson
Vance Luevano
Gene Haywood
0-81 MOD
NOV 12 & OVER
Tony Cotta
Bobby Hart
John McKelvey
0-81 MOD
NOV 12 & OVER
Joe Spangler
Kirk Sturgeon
Billy Monteleone
81 MOD NOV
12 & OVER
Bobby Reyes
Bobby Lakly
Joe Polizzi
0-81 MOD EX
12 & OVER
Jamie Oliver
Billy Fancher
Ricky Simmons
0-81 MOD
EX 12 & OVER
Jimmy Wright
Pete Hillebrecht
Jim Holly
0-81 MOD
EX 12 & OVER
Joe Tucci
Steve Moore
John Gless
0-120 MOD
11 & UNDER
Freddie Armenta
Fred Conover
Rex Smith
0-120 MOD
12 & OVER
Jimmy Wright
Freddie Armenta
Bobby Jones
0-120 MOD
12 & OVER
David Oller
Ricky Simmons
Andy Palafox
POWDER PUFF
Renee Payne
Cheri Cota
Gina Palafox
100 MOTORCYCLE
NOV
Rod Ahlstrom
Kevin Butler
Greg Fountain
100 MOTORCYCLES
EX
Andy Palafox
Jimmy Kruger
Jody White
125 MOTORCYCLES
NOV
Ken Morgan
David Fernandez
David Huerata
125 MOTORCYCLES
NOV
Joe Tucci
Renee Payne
Mike Wright
125 MOTORCYCLES
EX
Marty Miller
Jimmy Wright
Andy Palafox
0-61 STATE
CHAMPION
Freddie Armenta
0-81 STATE
CHAMPION
Jimmy Wright
0-120 STATE
CHAMPION
Freddie Armenta

Moreno Valley MC
Pro Motocross
DeAnza Cycle Pk.
Sunnymead, Calif.
July 21, 1974
by Rex Reese

MINI BEG	
Brent Orton	Hon
Todd Rowe	Hon
Willy Zamora	Hon
MINI JR	
Paul Ballow	Hon
Larry Stranger	Hon
Mike Boldt	Yam
100 BEG	
Rick Zamora	Yam
Mike Tessendoef	Kaw
Steve Abraham	Yam
100 JR	
Rob Zamora	Yam
Jim Castro	Yam
Mike Sanford	Yam
POWDER PUFF	
Terry Bender	Hon
MINI EX	
Bryan Myerscough	Hon
125 BEG	
Davy Gones	Suz
Jamie Lanali	Hon
John Mitchell	Suz
125 JR	
Jay Stranger	Hon
Dave Winters	Hon
Allen Williams	Hon
175 JR	
Bob Holcomb	Yam
Jack Trotten	Pen
125 INT	
E. J. Norris	Hon
Tom Karas	Hon
Jim Cupp	Hon
125 EX	
Tom Burt	Hon
Jim Lowe	Hon
Larry Ripley	Hon
250 BEG	
Calvin Utterbige	Kaw
Paul Fernandez	Bul
Fred Raun	Yam
250 JR	
Paul Scog	Yam
Rick Seefried	Hus
Neil Christman	Pen
250 INT	
Chris Beck	Ric
Steve Ball	Hon
Ron Hamada	Kaw
250 EX	
Michael Jackson	Hus
David Hopkins	Pen
Ken Ehlers	KTM
OPEN BEG	
Dan Moon	Yam
Jim Nary	Yam
Matt Meyers	Yam
OPEN JR	
Fred Nelson	Bul
Jerry Corll	Bul
Ritchie Arrietta	Mai
OPEN INT	
Randy Briggs	CZ
OPEN EX	
Tom Rapp	Bul
Albert May	Cop
Pat Richter	CZ

Speedway
Sacramento, Calif.
July 19, 1974
by Sneaky Pete

SCRATCH MAIN
Alan Christian
Barclay Trehal
John Cunningham
Mike Rooney
HANDICAP MAIN
Ron McGill
Norm Denny
George Carter
SCRATCH CONS
Butch Corder
Norm Denny
Ron McGill
Rich MacMurray
HANDICAP CONS
Marc Eckles
Joe Fitzpatrick
Jerry Baugh
DIV TWO MAIN
Steve Moore
Greg Rew
Carl Cranke



JOHN HESSON PHOTOGRAPHY

Lurking in the shadows with CRC
Ken Zahrt (Bul-20), Don Deaz (Hon-90F), and Mike McAtee (Pen-5) exit the first turn of the 125 Intermediate/Expert moto at CRC's night MX at Native American Dunes July 16. Complete results in the Results Section.

Hearn and Schmid fly at team race as streaker stalls CRC team race

By John Hesson

LUCERNE VALLEY, CAL., JULY 14
Larry Hearn and Tom Schmid teamed up to win another first Overall and first 250 Open Experts in CRC team racing today.

Bill Saltzman (Hus) rode the entire 120 mile race in 90 degree heat solo and was actually first over the finish line, was scored apart and did not affect the team positions.

Team Larry Hearn and Tom Schmid (Yam) piloted their way to first Overall team. This is one of them waving his rear wheel at the guys behind.

Curley Reeves (Hus) and team member Jamie Avels (Yam) got it altogether for a big win in the Open Intermediate class, with a fine second Overall. In hot pursuit, third team Overall, Tom Berg (Bul) and Bill Church (Bul) took home the brass in the 250 Novice division.

Super shoes of the day award should go to the team of Neil Crane (Yam) and Bill Walters (Yam). Billy and Neil finished a very impressive eleventh Overall and first 250 Beginner.

An unidentified streaker had his problems. The guy took off across the pit area only to have his bike quit right in the middle of everything. Everyone watched as he kicked his bike over and over again. Maybe his Yamaha was getting back at him for the hard duty it had already served in the day's race. To the rescue came a team member with a good old Husky, the switch was made and a cheer went up from the crowd as the streak continued.

To the treat of the first place finishers, Halleck's Market in Lucerne donated champagne for a victory drink. Select Promotions gave free hot hats to the riders.

Again CRC did an outstanding job in this area. It just goes to show that Lucerne Valley still has good race site potential if clubs putting on races take time to scout and use new terrain. •

Results in the Results Section.

Done does it, Brown Ossastacized

By Rex William Reese

CORONA, CAL., JULY 19
Greg Done (YZ) did a fantastic riding act as he led all three Open/250 Expert motos from wire to wire. He sometimes built up a lead so big that he even had time to slow down and snatch goodies friends had waiting for him. Darryl Brown on a Montesa was the only living human being to come anywhere close, and Joe Fillippi (CZ) was closest Open class rider.

125 Amateur George Forte (Hon) put in his weekly quota of winning his class despite the fact that he fell down a couple of times. That didn't stop him. Only Robert Lunt (Hon) was enough to give any sort of trouble, and he took second with Robert Boggs (Hon) taking third.

In the first division of the 250 Novices Russ Hadley (Suz) broke through the Honda pack to dominate and win it over Kirk Hatton (Hon) and another un-Honda rider, Willi Nuelbacher (Bul).

In the second division, super tuner Terry Traver (Hon) won his first ever motocross, but he had to really ride his tail off to do it: he did! He did it to Terry Cowdin (Kaw) who took an easy second and Gordon Ward (Hon) for third.

In the 250 Experts, Greg Done mixed fast riding with show-biz to take it all with ease. Behind him in distant second was Darryl Brown (Mon). Local hot banana Tony Kirkpatrick was *Ossa*stacising Darryl all the way, but to no avail, he had to settle for third. •

Results in the Results Section.

Cafe' Racing Anglo-Ja

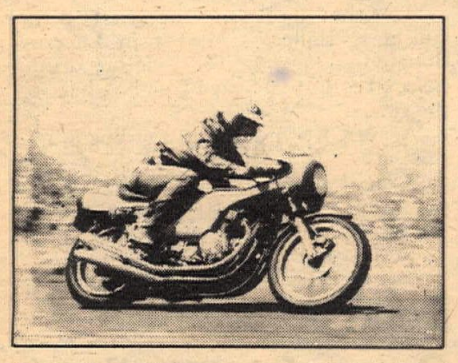
By Lane Campbell

Rickman/Honda CR:

A soft, sexy siren with a slight case of middle-age spread.

This test report is founded on two false premises: 1) riding a Rickman CR fitted to totally stock Honda components will tell us exactly how much better Rickman Honda cafe' racer is than a stock Honda; 2) a buyer with $1400 to invest in a cafe' racer kit will be satisfied by bolting stock Honda pieces to his personal machine. Having blown the usual road test rationale into the weeds, what's left? An interesting and enjoyable long ride on a very interesting motorcycle – plus a list of things we'd do to make the bike better.

Foremost among these is chucking the stock exhaust system. Who in his right mind is going to spend $1400 on a super-trick nickel-plated cafe' racer kit only to burden it with four garish, bulky, heavy chrome pipes that limit cornering clearance? Coupled with the stock pipe problem is the stock center-stand problem. Because of the long extension needed to clear the bulky exhaust, it is the first thing that grounds. Still, we're grateful to the Rickman distributors for providing the test bike in this form, because we can now say with conviction just how badly the stock exhaust gets in the way. You can get farther over to the right than you can to the left (because of the centerstand), but in no case do you push the dry pavement limits of the excellent Dunlop TT100's (a part of the Rickman package) before grounding something. Maybe this effect idiot-proofs the machine. You decide.



Ground clearance appears to be a significant problem. Centerstand is hangin' on down there. Trouble is there weren't any cafés to park it in front of.

Next point is the whole business of wiring harness/electrical connections/cable routing. Since the Rickman is supplied as a virtually complete motorcycle less engine, controls, wiring harness and the other electricals, this aspect is totally under the control of the person setting up the bike. Without careful and personal attention to detail, you're into irritations such as turn signals that work intermittently, fuel lines that leak, a sudden appetite for fuses at night, slop in the throttle cable, a 500 RPM gain when the bars are turned hard left, and a tendency for the fairing to bark knuckles when maneuvering in tight quarters.

All these things happened during our test, and needn't have, since they reflect on assembly, rather than the design or manufacture of the original kit. Though advertised as a bolt-up job, it's obviously more complex than sticking racing stripes on your Chevy Impala. In fact, it's a shade more complex than dealer-prepping a stock machine out of the box, due to the significant differences in control placement dictated by the clip-on bars and the Rickman frame.

One more gripe. The fuel petcocks work so stiffly that we can imagine eventually fatiguing and splitting the surrounding fiberglass with the force required to open and close the things. Surely there's better off the shelf hardware to fit to the handsome Rickman fuel tank.

How's it ride? The Rickman Honda is one of the most unflappable, forgiving motorcycles we've ever ridden. A seeming paradox: it's stable yet surprisingly easy to turn. To change lanes or initiate a turn, you barely have to think about it to find the motorcycle is already doing it. In fact, it is sensitive enough in the straight up mode that lapses of attention will find you drifting to one side or another. Only when trying to flick it through a quick change-up series of esses does the bike's considerable weight show itself. Then you really have to muscle the bars and be prepared to throw *your* weight about.

Once committed to a given corner, though, it has a certain dreadnaught stability. Frame stiffness, fork rigidity, springing and damping all combine to produce a rock-solid quality of handling often associated with classic English sports cars.

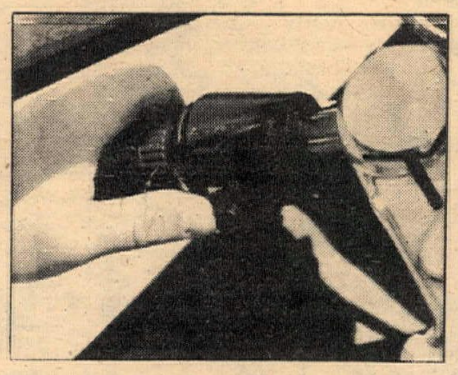
For better or worse, riding comfort fits the same classic mold. Response to cobby pavement is harsh, yet (thankfully) utterly predictable. First, it does its best to throw the rider off, second, while it's doing this, it continues to track pretty much where it is pointed, no matter how violent a beating it is dealing the rider's backside. This is a relief, since at times you really have to concentrate on hanging on to it.

Braking is excellent and virtually fadeproof, as it should be considering the nature of the hardware. What was missing (probably due to the overpowering weight of the Honda engine) was the sheer, savage braking thrust we expected. It will haul down from unreasonable speeds very quickly, but to do it, you must consciously muscle the front brake. There's none of the tire-squalling-with-one-finger savagery to it, which was a mixed blessing. Being in the habit of working the front brake with two fingers while downshifting frantically, we'd have appreciated more finger leverage, since the throttle demands some muscle in its own right. A picky point, but all these things go together in determining how fatiguing the machine will be to ride fast in the mountains.

If the front stopper goes on a little hard, the rear one is a bit too easy. It will try to lock up as weight transfers to the front during heavy braking. (This was even more noticeable on the lighter Triumph-based Rickman machine tested in this issue).

Around town it has most of the easygoing virtues of a stock Honda: electric starting, lugging capability that disdains gearshifting if you wish, crisp shifting when you do it and an easily found neutral between the expected two gears. The test bike came to us with the shifter simply turned rearwards (forcing a bit of conscious thought on gearchanges), but the production articles have a remote linkage which preserves the standard shift pattern.

The Rickman CR has no provision for carrying tools or personal gear, though the "Indy" seat/tail section is bulky enough to have provided an excellent place for a lockable glove/tool box. It's obviously not a 600 mile-a-day tourer; in fact, you're either a masochist or an iron man to put more than 400 miles on it without a break. Footpeg placement is a trifle higher than necessary (again, something related to clearing the bulk of the stock exhaust) which over long periods can get to the circulation in your legs. The loads on arms, back, and neck you live with as part of the cafe' racer crouch.



Hot diggity! A Euro-style headlight flasher button. There you are, heading west on R.N. 4 toward Paris in a light drizzle and blinkablinkablink. Gotcha!

Is it fast? How fast do you want to go? It is marginally faster than a stock 750, which makes it reasonably swift by "street standards but a slug by racing standards. Unconciously, you will ride it faster than a stocker because:

a) The fairing isolates you from the wind blast that normally tells you when you're pushing the 55 MPH limit.

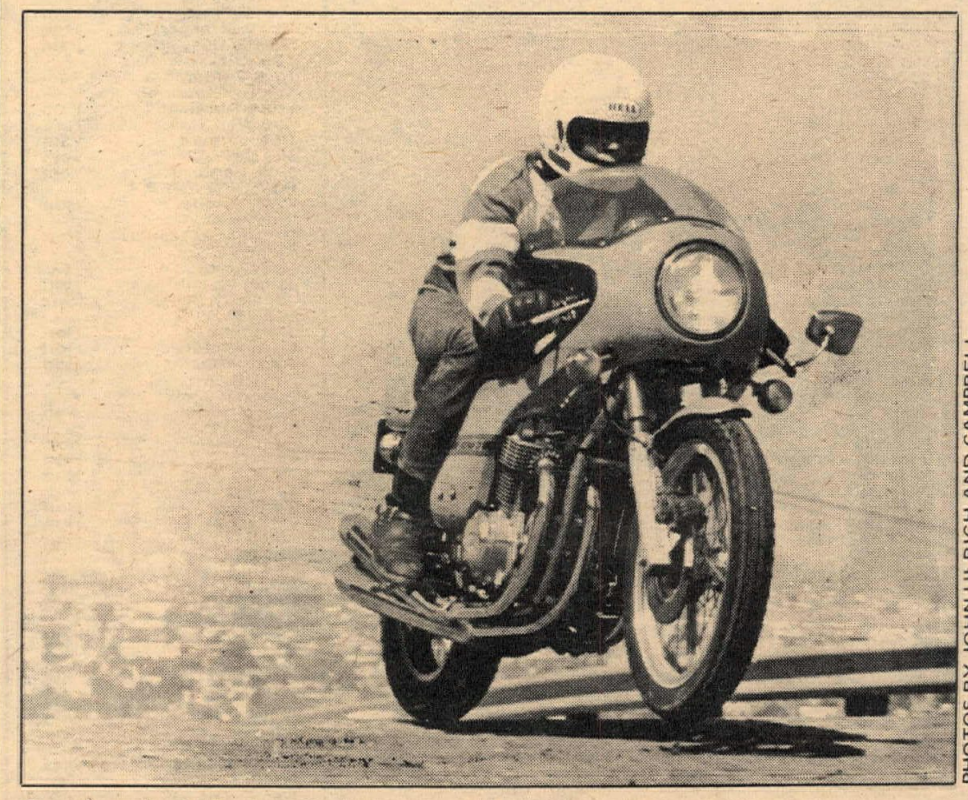
b) When you're on it, you couldn't feel more like Superman if you'd stepped out of Clark Kent's personal phone booth.

And that last point is probably the major reason you'll shell out for one of these kits. You pull into a gas station to top up, and for a few minutes you're the barnstorming air ace who just landed his JN-4D biplane in the Podunk Junction cornfield to get directions. It's amazing what the sight of "a guy riding a *real* racing motorcycle" does to otherwise innocent bystanders.

The other side of the coin is that, unlike some other types of "custom" machinery, you don't need other people's awestruck responses to enjoy it. You can get off in the hills where you won't see a soul for hours and completely lose yourself throwing it from side to side.

It was a blast, and our point in picking at the nasty details is that an off-shelf kit, even from a firm with Rickman's credentials, is at best just a starting point for the enthusiastic rider. If it bothers you that a $1400 item is still a starting point, be advised that perfection doesn't come cheap.

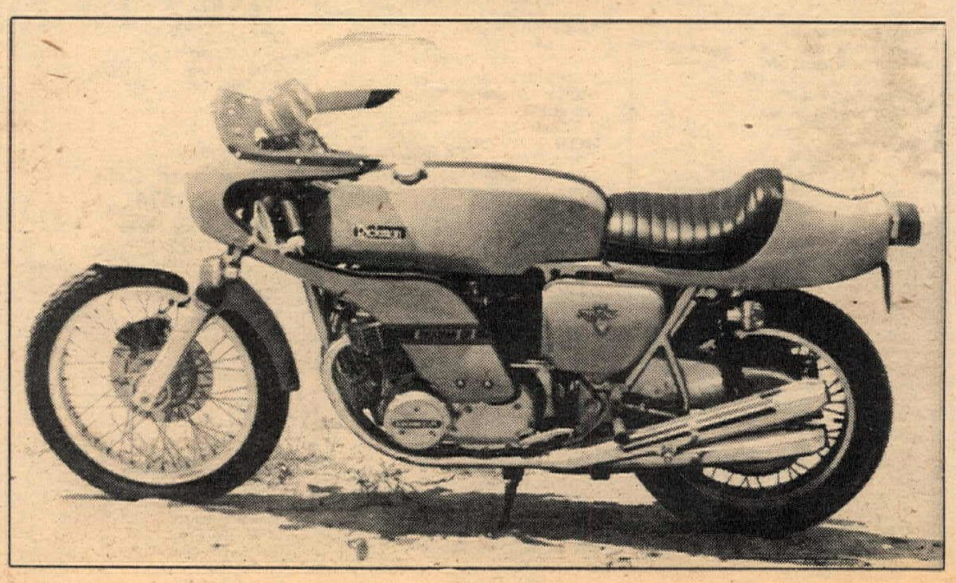
What you do have for a starting point is a superbly finished assembly of some of the best available English components specified by the Rickmans to accept some pretty good standard Japanese components. If it loses something in the translation... (Funny, it doesn't *feel* British. It doesn't shake.) . . . La rose e' la rose e' la rose. The Rickman-Honda is a gas.



PHOTOS BY JOHN ULRICH AND CAMPBELL

Streetjumping isn't what the designers had in mind and with the Rickman Honda's all-up weight, they're right.

Starting point for a truly personalized street racing machine.



panese Rickman 750s

Rickman/Triumph:

A confirmed Anglophile tries to love it and achieves qualified success.

By rights and by reputation, the Rickman/Triumph should be nearly the ultimate expression of the English cafe racer. It is definitely English. Our test bike came fitted with a very new and very tight 750cc five speed Bonneville engine whose idiosyncracies often dominated the riding impression.

As with the Rickman/Honda we tested, the fitting-out of one of these kits is critical. On the Triumph, it's doubly critical because of the high-amplitude shakes that the wiring harness and electricals have to live with. During our ride of about 300 miles, both front turn signals went away, the battery went flat (and stayed flat), and the clutch cable broke.

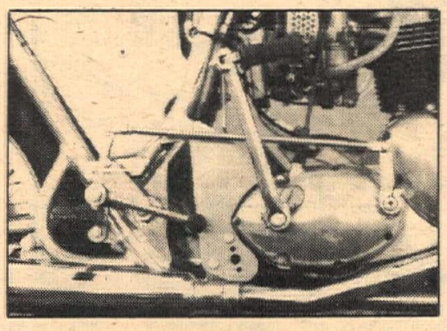
The battery was no great loss, as everything on the bike will work on a straight energy-transfer basis. It's there as a concession to Federal regulations that say lights should work when the engine is stopped. The clutch cable is another matter, and if all production 750 twins are coming in with the clutch pull we observed, an appetite for clutch cables will (unfortunately) be a part of the package. Keep the upper cable pin well lubed so it will pivot freely in the clutch lever, carry a spare, and work out with the machine regularly. We guarantee that in two weeks of continuous use, you will either have a left hand like a bear trap or a set of pulled tendons.

The shakes and heavy clutch are designed in. Here are a couple factors that are subject to change. 1) It needs a quicker throttle. Nothing with the flywheel effect of the Triumph needs a slow throttle to maintain precise control. Two handfuls from full off to full on is too slow. 2) It needs a longer shift lever. We fiddled the adjustment this way and that, never were totally satisfied. Coupling the short leverage with the heavy resistance of a new, stiff gearbox, you have a situation that demands steel-toed shoes. Or else.

The right footpeg folds away so you can kick, and starting is an easy drill if you're used to Triumphs in general. The gas taps on this one were just as hard to work as the Honda's, plus the Amals drool when the machine's on the sidestand. (So does the tank, if you over-fill. Why do the English insist on placing the filler neck on the *low* side?)

What with the shakes, tight engine, heavy clutch, heavy shifting, racer's crouch et al, it is a real bleeding drag to ride in traffic. One other impression: the Rickman/Triumph is far more sensitive to freeway rain grooves than the Rickman/Honda. Under any conditions, the Triumph felt lighter and more responsive, but this was really noticeable. Noticeable, but no sweat, as we tried and failed several times to provoke a sustaining wobble on a grooved surface. It wants to "hunt" gently, but is arrow-stable within bounds.

Finally, after all the nit-picky hassles, you find a home for this machine — mountains and valleys and clear winding roads. In traffic you had noticed it had great fistfulls of low-end torque and a flat spot above 4,000 RPM. Now you let it stretch its legs and feel it begin to loosen up. The plugs burn clean at last, and it bursts into full basso vibrato song between 5,500 and 7,500 RPM.



Exotico rear-set shift linkage needs re-thinking. Nickel-plated frames are, at least, shiny. Also oil-tight. A good thing, since the frame doubles as oil reservoir.

Now this makes sense: Dunlop TT100 4.10 rubber, Girling street shocks, and a trailing disc brake — all on the rear of the Triumph.

It peaks out at 90 – 95 MPH in fourth gear; you shift again and want to keep it screwed on but rationality calls you back just in time. Concentration is total, as it must be with the brutish clutch and the muscular deliberation involved with shifting. As carbon and cobwebs blow away, it becomes more and more eager, more of a friend and less of the burden it was back in town.

Corners come up in right, left succession. You pick your line and point it; the good feeling keeps growing. Again and again the machine demonstrates its total willingness to hold the line you choose, the fine precision of its cornering responses. Free at last, it becomes a totally integrated package of precise rigid frame, precise well-located suspension, and superb tires. Entering a corner on shut-off, the rear end wants to pump up and down just a bit, but you barely notice, since it affects your line not at all. You pick an apex, roll on early, and hunker down. The rear end settles, your toe brushes pavement, the whole machine seems to be drifting outward ever so gently, and it all feels so fine, time after time.

The brakes suffer from "morning-itis" always, being chattery and grabby when cold — especially the rear one. The hotter they get and the faster you go, the more their performance settles down and the better they work.

On left-handers, the side stand drags audibly (even though to look at it, you'd think it well tucked in — well enough to sometimes be awkward to get down with your foot). On right-handers, nothing (except maybe a hinged footpeg) grounds before the rider runs out of *cojones*.

The Rickman/Triumph can be cranky, evil tempered, cantankerous, with all the idiosyncracies of a recluse English baron. As a confirmed Anglophile I can say with confidence, it is as damned hard to live with as many another English motorcycle I've known. It is also a tremendously rewarding motorcycle to ride under special circumstances, but to partake of the joy it offers, you must love it very much.

Riding them together—
An overview

Taken head to head, you might say these two machines are "equivalently" fast. Their strong and weak points are such that on a common stretch of road that demands a variety of speeds, each is the others' foil.

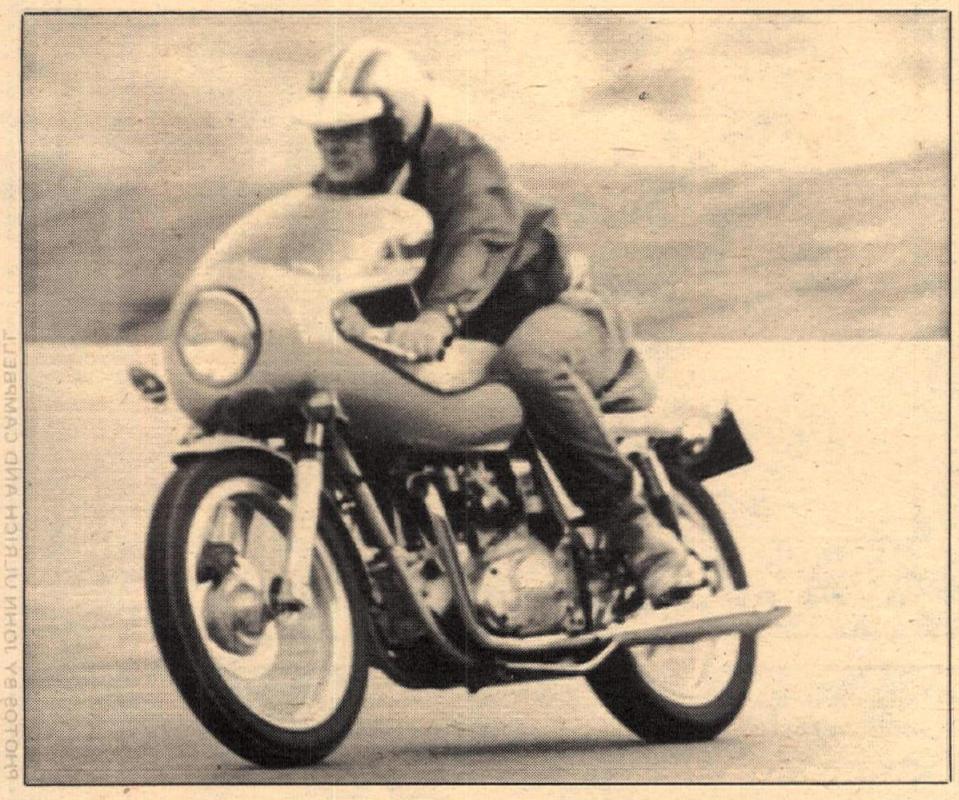
Off the line, the lighter Triumph with its Supah-Muvva clutch got the hole shot every time. The Honda, meanwhile, heaves its bulk forward with difficulty, then begins to unwind. About the time the Honda has reached 7,000 in first gear, it is even. Then it begins to pull away through the gears with its Ferrari-like wail overshadowing the Triumph's bulldog growl. It's purely conjecture, but we suspect the Triumph might begin to come back after passing The Ton, as the wide-cased Honda began to run into a wall of air.

The Honda is the far easier machine to ride, in traffic or in the country. All control forces are softer with the Honda, except for throttle pull (which is understandable). By contrast, the Triumph is a demanding old harlot, but once mastered it is the far more satisfying motorcycle to ride at speed.

The Triumph, with its lighter weight, better ground clearance, and heavier engine braking, is the more sensitive and quicker-reflexed of the two. It will definitely turn tighter and flick from left to right with less muscle. The heavier Honda, though set up with a nearly optimum balance of stability/sensitivity, is just not in the same league. It may be less work to ride slowly, but it will demand lots of bar-muscle and hanging off to ride in the same realm with the Triumph. The Honda is probably more idiot-proof than the Triumph, except in radical downhill corners, where its great weight and lack of engine braking will tend to push it ahead of the rider's will.

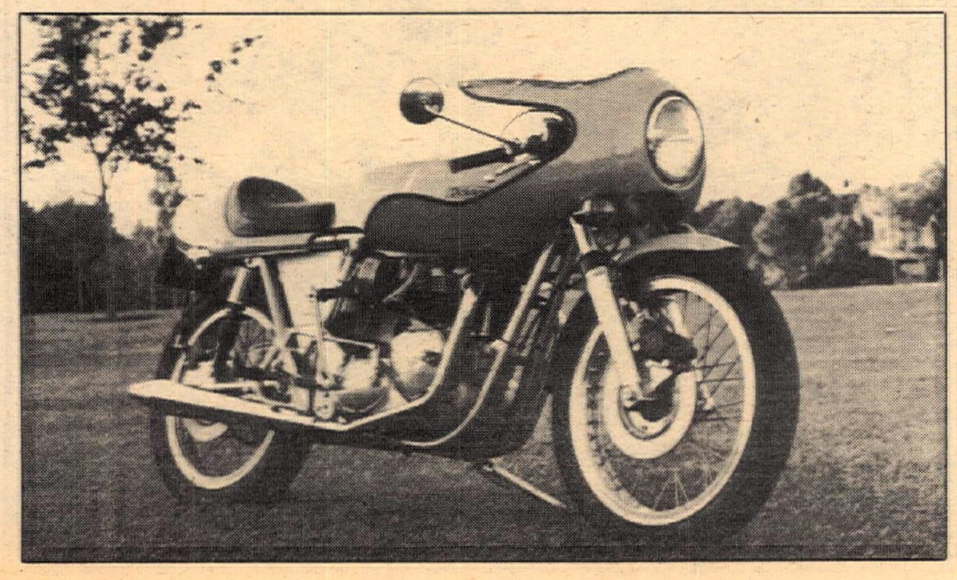
Detail finish of plated and fibreglass parts on both machines is really fine, but we'd like to see a slight redesign of the seats to incorporate a crotch pad just behind the fuel tank, so that the rider is nested, both front and rear. You need this extra support for heavy braking. The tendency to slide forward, throwing unnecessary weight onto your arms and spoiling your concentration, is more noticeable on the Triumph, with its delectably skinny frame, easier to cope with by knee-grip on the plumper Honda.

We fervently wish there were some way to combine the several virtues of both these machines into one motorcycle. Having had them both together for a short time, we've had at least a faint taste of the elusive perfection we seek. •



What a coffee razor should be: two cylinders, two disc brakes, two pipes, (two wheels?), mini-fairing and maxi-style. This is the Rickman-Triumph.

Does it make your heart throb? How about vibrate?



Capt. America whips by on a CZ only to encounter the flexible forces of Plastic Lady and her nefarious cohorts. Did they think three water crossings wouldn't get him wet enough?

Visor-up. Goggles-down. Eyes-squinted. Meanwhile, the Masked Maico Marvel moves menacingly to the inside. That berm was getting badly abused.

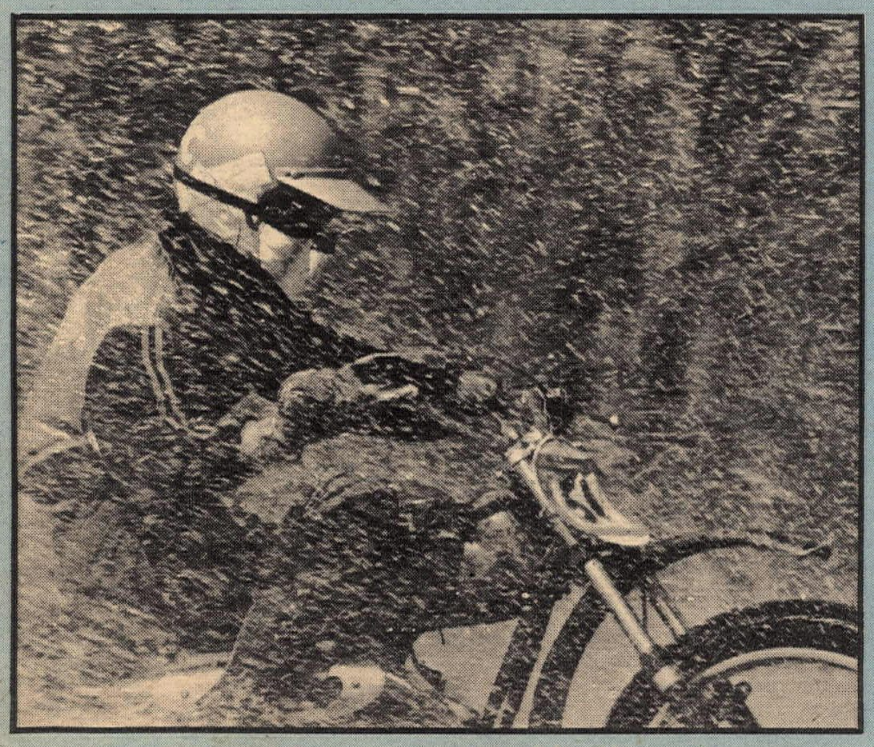
The American Soggy, Sandy Kickapoo Thing

Dynamite photos by Steve "The Shutter" French

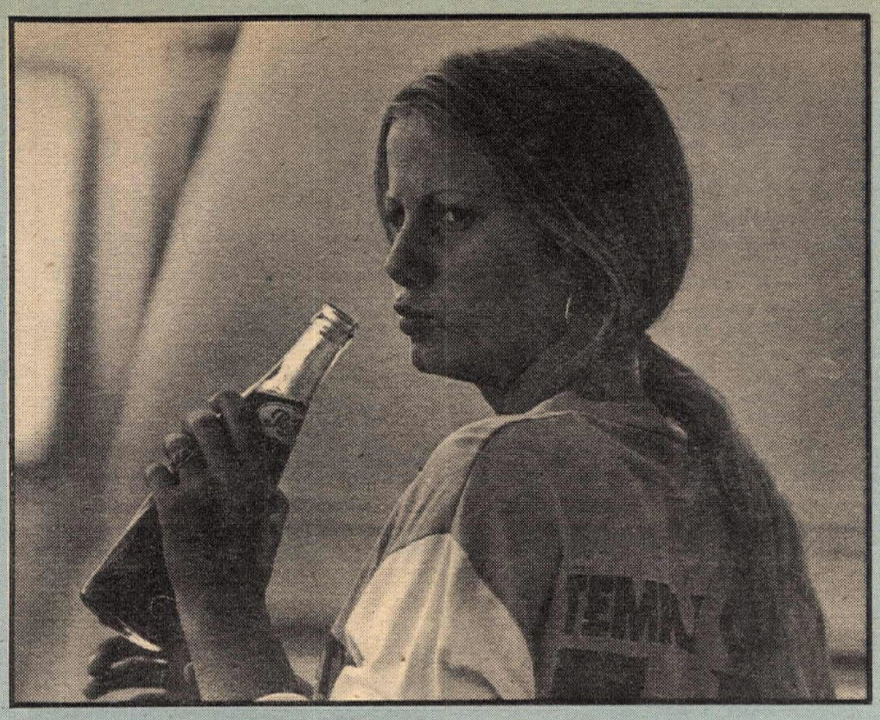
In Belgium, it would have been called . . . motocross. But since it was in Southern California, it was called the NRA Kickapoo GP at Indian Dunes. Funny thing is that either way it stacked up to some mighty fine racing on deep sand, some berms, some jumps, lotsa water 2.5 mile course. But most of you weenies voted to eliminate the uphill-downhill which was the neat, off-camber, bumpy zip-whee rider skill part. We were going to write a story about it but you'd rather look at Steve French's snappy photos and so would we so that's where the space goes. Those of you who rode it, remember how you felt after the 45 minutes of your race? Could you go out and do it again? That's why you don't have a works GP contract. Neither does anybody around here. The results are in CN last week — top five in class, if there were that many.

Headless Skip proffers pre-mix. Rearward-looking Randy Stubbs reflects on the rewards of replenishment while fleetly filling first in the Expert fling.

Hanging it out to — dry? Or is he warming his boots on the expansion chamber?



Sponsored Novices are fast, Gary Davies was fast enough to win the 500 Beg/Nov bash with relative ease. Are they faster than sponsored Experts?



There's an art to drinking a Pepsi. This Powder Puff had it mastered. French insisted he started four-stroking.

Wow, this is fun! Even if I can't be scored since my number plate fell off.

"I think it's something in the engine,or the gearbox, son." "Could be." "Daddy, what if it's not?"

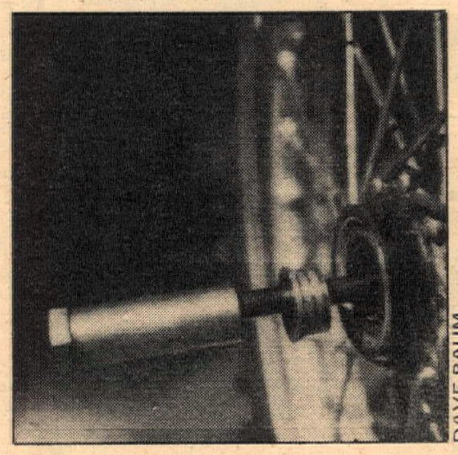
Do-it-yourself Husqvarna speedometer conversion

By Dave Baum

Just because you ride a Husky doesn't mean you can't have a speedo/odometer without converting your front hub to the tune of

$80 or more installed. Here's one for $9.50 (plus tax) and a few do-it-yourself modifications. With the following steps you can begin to zero enduros or just see how far and fast you went. These modifications were done successfully on a 1972 450 Husqvarna.

This speedo should be relatively accurate since it is designed for a 27-28" diameter wheel. The average 21" front wheel with a knobby tire stands 27½" in height. There is a good chance that this conversion will fit a number of other bikes, too. The only disadvantage is that the odometer is not resettable without running the cable backwards.



DAVE BAUM

Step one

First it is necessary to remove and measure the hex-headed sleeve which passes through the fork on the left hand side (sitting on bike). If it measures less than 21.0mm then you are on your way.

Step two

If the sleeve measure less than 21.0mm, obtain the proper speedo kit for this modification. Go to your local bicycle (yes, bicycle) shop and ask for the "Huret No. 78358 Speedometer Kit." It shouldn't be much more than $9.50 (plus tax). This particular kit has an odometer.

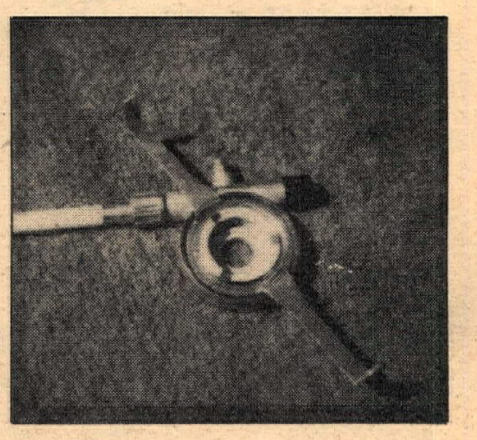
Step three

Next you must remove the front axle and wheel from your bike. To provide enough room between the front hub and the fork, remove approximately 2-2.5mm from the hub on the non-brake-drum side. Do this by grinding, filing, or have a machine shop do it. It is simple to do it yourself by holding the wheel up to a grinder. The amount of metal removed should be even all the way around. This step will provide part of the room necessary for fitting the speedo drive mechanism.

Step four

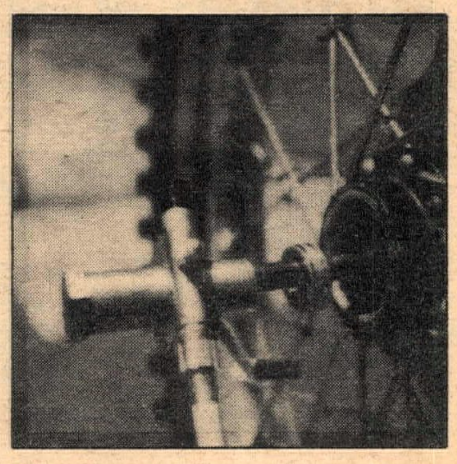
To obtain the rest of the room necessary for the drive mechanism, grind or file at least 4.0mm from the side of the left fork where the drive mechanism will go. This will not only recess the mechanism into the fork but also help secure it so the mechanism housing will not turn with the wheel. After the fork has been ground down, shorten the spacer which rides in the center of the hub seal. Start with the end that has the flange and grind the spacer down until it is only 8.0mm long

and no longer has the flange. Some may think this will allow the forks to be pulled closer together but it won't. All that will happen is that the hex head sleeves will slide farther into the forks towards each other. It won't hurt anything.



Step five

The last step prior to installation on your bike is to give the center of the drive mechanism an inside diameter which matches the outside diameter of the hex head sleeve, (measuring the sleeve and not the nut), by grinding or filing. Try to make it as snug a fit as possible, but the snugness isn't real critical since the fork recess will hold it in place quite well. Try to keep the hole as concentric as possible.



Step six

Now install the drive mechanism while re-assemblying the bike. Remember to bend the two long metal arms from the mechanism over into the spokes since this is what drives the unit.

Now go out and win an enduro!

CRC 714-688-1291

Ensenada Grand Prix

Sunday, August 11

Mucho fun course. Pits & Camping directly on beach. Roads & Trails that wind through a challenging Baja countryside, along the beaches and through the beautiful city of Ensenada. Spectacular Trophies, Colorful Pins and Creative Decals. 4 laps on an exciting 25 mile course.

Entries limited. Mail $13 and 2 S.A.S.E. to CRC, 6625 Dorinda, Riverside, CA 92503

Late entry $20. Mail entry closes Aug. 1st. Entry fee includes Mexican Insurance. All the people and officials of Ensenada will be on hand to welcome you. 10 AM Start. All cards accepted — Dist. 37, Dist. 38, DRA, SRA, AME, CMC, AMC & so forth.

Name _____ Age _____
Address _____
City _____ State _____ Zip _____
Make of Bike _____ Bike Serial Number _____
cc's _____ Class: Novice ____ Amateur ____ Expert ____
Signature _____ Powder Puff ____
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CRC
Short Track & TT Scrambles
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Cash to Experts
every Tuesday night
starting July 23 20% Trophies
Prac: 7 p.m., 1st race: 8 p.m.
$4 to race, $2 gate
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714-688-1291
805-259-8000

DRA Desert Racing Assoc. Presents
GOLD DIGGER HARE & HOUND
2 separate, -30-mile loops 9 a.m. start
one-of-a-kind trophies
free iron ons — all entries
Beg-Nov-Am-Ex
20% Brass; Pins & Points
$75. 1st Ex; $50. 1st Am; $25. 1st Nov;
PLUS $25. to 1st 0-200 and 250 & Open
No money to Pie Plate riders
AUGUST 4
Limed from Lucerne to Soggy Dry Lake area
SCAT communications, Ambulance, Catering & Photos
Info: 714-373-4647

Owl Hoot
night enduro
Sat. August 24
Lucerne
CRC 714-688-1291

Get with Route Check

DRA MEMBERSHIP
Now open for balance of '74 — $8. Good thru Dec. 31, '74 — Membership available to all class riders — Beg, Nov, Am, Ex, includes competition license — issue regular rider's No's & participation in annual points program. Desert Racing can be both fun & exciting. You can be proud to be a member of DRA where competition is the name of the game, fun and safety are the order of the day, & quality comes before quantity in all our trophies. The fun begins with your reply to: DRA, PO Box 2605, Calif. City, CA 93505.
info: (714) 373-4647

Valley Cycle Park
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&
TT Scrambles
Every Sunday
Fillmore Fwy & Tierra Rejada Road
Moorpark, CA (805) 529-9546

INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5
on Highway 126 at Castaic
(805) 259-8000

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS

REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

On Any Sunday

TT SCRAMBLES
Valley Cycle Pk., Moorpark, CA. All classes incl. minis & O.T. Exp. p.b., sil. rqd. Sign 8 a.m., race 10. 805/529-9546.

MOTOCROSS
Peaceful Cove, Idaho, 3 mi. out of Boise, follow markers from end of Harrison Blvd. Sign 7:30 a.m., race 10. Owyhee M.C. 208/375-6863 or 375-1231.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac 8, race 9:30. Membership rqd. 714/586-7964.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

MONTE CARLO
(Uphill fire road race) Carnegie Cycle Pk., Livermore, CA 3 rides. No cards rqd. Sign 8:30 a.m. 408/225-1259.

MOTOCROSS
Rawhide Park, Elsinore, CA. All classes. Race 9 a.m. 213/921-5466 or 714/689-0871.

1st & 3rd Sunday

STREET RIDE
From Triumph Suzuki of Pomona, CA on Holt Ave. btw. Towne Ave. & Indian Hill Blvd. Sunday rides to anywhere, any freeway legal m/c welcome. 714/623-4431.

Every Monday

TYPEWRITER RACES
Every Monday at 2499 Cerritos Ave., Long Beach. Four entrants, no spectators. Lack of crowd control leads to intolerable risk of spectator injury. Results announced on Tuesday.

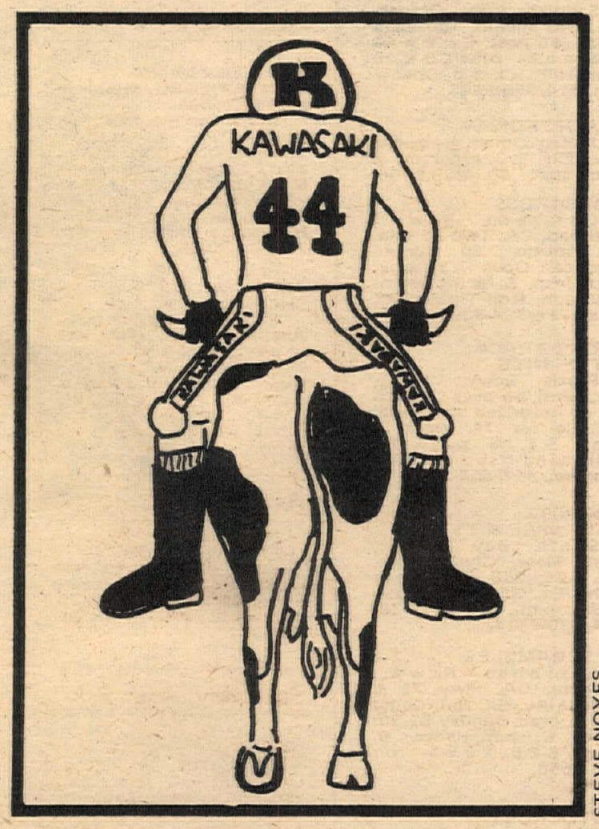
Every Tuesday

CRC NITE MX
Indian Dunes, Valencia, CA. Int'l. Course, 8 p.m. start. 805/259-8000.

EIGHTH MILE SHORT TRACK
Peaceful Cove, Idaho. 3 mi. out of Boise, follow markers from end of Harrison Blvd. $6 entry all classes. Sign 3-6 p.m., race 8. Owyhee M.C., 208/375-6863 or 375-1231.

CRC SHORT TRACK & TT SCRAMBLES
Indian Dunes, Valencia, CA. 8 p.m. start. 714/688-1291.

OPEN MX PRACTICE
Saddleback's Rcwy. at OCIR, Irvine, CA. $2 per bike. Open 10 a.m., close 5 p.m. 714/559-0581.



STEVE NOYES

CLASS A SPEEDWAY
Ventura Co. Fgds., off Ventura Fwy. Open 6:30 p.m., race 8:15.

Every Wednesday

NITE TT & FLAT TRACK
Corona Rcwy., Corona, CA off Hwy 91. Open 5:30 p.m., race 7:30. Sandak 714/970-5220.

D-36 NITE SHORT TRACK
Fremont Rcwy., Fremont, CA. All classes & minis. Sil. rqd. $3 ride or watch. Open 3:30 p.m., prac. 5, race 6:30. 415/327-4461.

CMC NITE MX
Ascot, Gardena, CA. Rider med. cov. 200% pro p.b., Jr/Int. ride 3 motos, mini class (-16). $5 entry at track. Pits open 4:30 p.m., prac. 6, race 7:30. 213/321-1610 or 323-9710.

NITE TT & SHORT TRACK
El Toro Spdwy., Calif. I-405 to El Toro exit. Minis thru Open. Gates open 5 p.m., race 7:30. 714/530-0324.

SPEEDWAY
OCIR, Irvine, CA. 8 p.m. start. Also Saturday Stu Morley Spdwy. Sch. 714/838-3093.

TT, FLAT TRACK
Seattle Int'l. Rcwy., 5 mi. E. of Auburn, WA on Hwy 18. 3/8 mi., 1 jump arena. Class C tract. rqd. Open 5 p.m., race 7.

CMC NITE MX
Asbury Spdwy., 2 mi. No. of Asbury, OR. I-15 Viewcrest exit. 30% brass, sil. rqd. Sign 6 p.m., race 8. 503/928-2995 or 581-6022.

CMC NITE MX
South Bay Pk. Spwy., Otay Mesa, Chula Vista, CA. 200% p.b. to pros. Sign 4:30 p.m., race 7:30. 714/420-7414.

NITE TT
Wheelers Club Track, 4 mi. E. & 5¼ mi. No. of Jerome, Idaho. All classes & Minis, Class C tract. Open 6 p.m. 208/324-8880 or 733-0818.

Every Thursday

AMA NITE MX
Portland Int'l. Rcwy., West Delta Pk., Portland, Oregon. Sil. rqd. Open 5 p.m., race 7. 503/285-6635.

CMC NITE TT & HALF MILE
Ascot, Garden[illegible] 200% pro [illegible] cov. [illegible] (-16). Class C [illegible] leathers rqd. for

Canc. thru Aug. 1

NITE HSMX
Saddleback's Rcwy., OCIR, Irvine, CA. Open to any HS student, no memb. rqd., 30% brass, $3000 med. cov. Open 5 p.m., race 7. 714/559-0580.

CLASS A SPEEDWAY
Irwindale Rcwy., Irwindale, CA. Spectators $3/$2/$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

R.A.C.E. NITE MX
Corona Rcwy., Corona, CA off Hwy 91 to Pierce or Magnolia. Beg., Nov., Int., Ex., Minis & Very Virile Vets. 30% brass, 100% Ex. p.b. Open 6 p.m., race7. 714/689-1913.

Every Friday

CMC NITE SHORT TRACK
Triple M Spdwy., Marysville, CA. Leathers, silencers, Cl. C traction, CMC lic. rqd. All classes. Sign 5:30 p.m., race 8. 916/674-3547.

AMC NITE MX
Orange Cnty. Int'l. Rcwy., Irvine, CA. 200% Pro p.b., Entry $5, all cl., non-memb. $2 extra. Open 5 p.m., race 7:30. 714/532-3923.

CMC NITE MX
Woodburn Dragstrip, 1½ mi. W. of Woodburn, Or. I-5 exit. 100% Ex. p.b. Open 5 p.m., race 7. 503/654-1369 or 982-4461.

CMC NITE FLAT TRACK
Asbury Spdwy., 2 mi. No. of Asbury, Or. I-5 Viewcrest exit. 30% brass, Class C trac., sil. rqd. Sign 6 p.m., race 8. 503/928-2995 or 581-6022.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

AME NITE MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

AMA NITE MX
Puyallup Rcwy. Park, Puyallup, WA. 4 mi. So. of Fgds. on Meridian Ave. Open 5 p.m., race 7 p.m.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C tract., sil. rqd. Over 92 db, no ride. Sign 5 p.m., race 6:30. All classes & minis. 707/644-0741.

AMA HALF MILE ASCOT SUMMER SERIES
Ascot, Gardena, CA. Vermont Ave. $55,000 series purse incl. point fund. 8 p.m. start.

CLASS A SPEEDWAY
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

CMC NITE MX
Irwindale Rcwy., Irwindale, CA. Entry $5. 200% pro p.b. Open 4:30 p.m., race 7:30. CMC lic. rqd., $3,000 med. cov. 213/334-4949 or 714/557-3323.

D-36 SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. All classes & minis. Class C tract. Black plates free. Sign 5:30 p.m., race 8. 209/368-7182.

CMC NITE SCRAMBLES
West Capitol Spdwy., Sacramento, CA. Open tract., all classes & minis. 2 pitmen only, in whites. Open 4 p.m., race 8. 30% brass. 916/481-4488.

Every Saturday

S.A.M. MX
Saddleback Pk., Orange, CA. No memb., no mail entry. $6 post. Ex. 2 x 40 min. motos, others 3 x 20 min. 100% Ex. p.b. Open 7 a.m. 714/979-9233.

SRA SPEEDWAY
Indian Dunes, Valencia, CA. Div 2/3 program. 8 p.m. start. 805/259-8000.

MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

SHORT TRACK & TT — NITE
Perris Rcwy., Perris, CA. Must be over 18 with ID or notorized statement on file for 74. Open 5 p.m., S.T. 6 p.m., TT following short track program. 714/657-3678.

CMC NITE HALF MILE & TT
South Bay Spdwy., Otay Mesa, Chula Vista, CA. 125, 250, 500, Open Jr/Int/Ex. $5 entry. Open 4:30 p.m., race 7:30. 714/420-7414.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Hwy 71 & Lugona Av. Sil. rqd. Camp free & prac. Sunday $1.50. Sign 6 p.m, race 8. 714/826-2386 or 674-3658.

MOTOCROSS
Tide Creek, 7 mi. No. of St. Helens, WA. Hwy 30. Prac. 1 p.m., race 2. 397-4490.

OPEN PRACTICE
MX & Spdwy., Saddleback's Rcwy., OCIR, Irvine, CA. Also Stu Morley Spdwy. sch. Open 10 a.m., close 5 p.m. 714/559-0581.

CMC SPORTSMAN SHORT TRACK
Cycleland Spdwy., 14 mi. So. of Chico, CA, Hwy 99E & Gage Shippee Rd. CMC, D-36 memb. rqd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250/360. Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

D-36 SHORT TRACK
Pioneer Arena, Oakdale, CA. All classes. Sign 5:30 p.m., prac. 6, race 7:30. 209/869-1457.

CLASS A SPDWY.
Town & Country Fgds., Napa, CA. Weekly purse $1200. 8 p.m. start. 707/252-3133.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership req'd. 714/586-7964.

Friday, Aug. 2

AMA PRO TT
Oregon Sidewinders track, 13500 SE Lawnfield Rd., Clackamas, Or. $900 purse. 503/659-1022.

D-27 SCRAMBLES
Graham Spdwy., 23122 — 86th Ave. E., Graham, WA. Blue Barons MC, 1315 S. 41 St., Puyallup, WA. 98371. GR2-2402.

August 3-4

RIO BRAVO NMA INVITATIONAL MINI MOTOCROSS
Rio Bravo MX Park, Mt. Houston Rd. nr. Houston, Tx. Inv. open thru 16 yr. age. Calif. contacts MiniCycle Mag., P.O. Box 2869, Laguna Hills, CA 92653, or Nancy Moore, Husqvarna Int'l. Tr. Ctr. 714/724-8091.

AMA JR/NOV SHORT TRACK
Brown Cnty. Rcwy., Aberdeen, S.D. (NW side of city). Adv. tkts. $4, Box 1681, Fargo, N.D. 58102. Aug. 3 race 8 p.m., Aug. 4, 2 p.m. 218/532-2721, rainout info 605/225-6592.

August 3-5

D-27 ROAD TOUR
AMA sanc. Seattle, WA to Sturgis, S.D. Washington 99ers MC, P.O. Box 88655, Tukwilla, WA 98188. 789-3427.

Saturday, Aug. 3

AMA SCRAMBLES
Clackamas, Or., 13500 Lawnfield Rd. 100, 200, 250, 500 classes. Med. ins. cov. Pit gate closes 6:45 p.m., race 7. Oegon Sidewinders 503/659-1022 or 632-3857.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

RUSS DARNELL MX SCHOOL
Spillway Pk., Santa Maria, CA. Russ Darnell instr. Lim. entry $15. 9 a.m. — 3:30 p.m. 213/367-1722.

D-36 NITE SCRAMBLES
Happy Valley Rcwy., So. of Redding, CA. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 5:30 p.m., race 8. Shasta M/C 916/241-7724.

B.U.M.S. BX
Saddleback Pk., Orange, CA. New track. 30% brass. Prac. 11 a.m., race Noon. 213/597-0478.

SHORT TRACK
Benton Ln. Pk., Hwy 99 btw. Junction City & Monroe, Or. Entry $3.50, ex. bike $2. sign 6:30 p.m., race 8. 503/344-9401.

YAMAHA MX SCHOOL
Victor Park, MF. Instructors Karsmakers, Hart, Hartwig. Info: Steve Foitel, 714/522-9202.

D-27 SCRAMBLES
Mason Cnty. Fgds., Shelton, WA. Shelton Trailblazers MC, P.O. Box 531, Shelton, WA 98584. 426-3598.

D-28 POKER RUN
Portland, Or. area Cnty. roads. Portland Black Jacks MC, P.O. Box 66383, Portland, OR 97217. 503/644-8048.

YAMAHA GOLD CUP BX
Univ. of Santa Clara, Santa Clara, CA. Ages 7-16, entries at local Yamaha dlrs. 7:30 p.m. start. 714/522-9202.

D-28 SCRAMBLES
Sidewinders track, 13500 SE Lawnfield, Clackamas, Or. 503/659-1022.

D-35 SCRAMBLES
Visalia Airport Arena, Visalia, CA. 734-0212.

Sunday, Aug. 4

AMA NAT'L. HILLCLIMB
Pro Class "A", Mt. Garfield, Muskegon, Mi.

BELGIAN 500 MX GP — Namur.

FINNISH 250 MX — Hyvinkaa.

D-28 FIELD MEET
Camp Ground, Portland, Or. area. Portland Black Jacks MC, P.O. Box 17060, Portland, OR 97217. 503/644-8048.

D-28 SCRAMBLES
Sand Lake, OR. Lobos, Inc. 13996 S. Forsythe, Oregon City, OR 97045.

DRA "GOLD DIGGER" HARE & HOUND
Lucerne Valley, CA. Limed from Lucerne Valley to Soggy Dry Lake area. 2 x separate 30 mi. loops. SCAT Comm., Amb., Catering, $$$, brass & fin. pins. 9 a.m. start. 714/373-4647.

AME MX
Spillway Park, Santa Maria, CA. Hwy 101 Broadway exit. 100% p.b. 805/937-4043 or 925-0940.

ELKS CHARITY MX
Fresno Dist. Fgds., E. of Cedar, CA on Hwy 180 (Kings Cyn. Rd). Cerebral Palsy Benef. by Fresno Elks 439 & Fresno MC. $5/$7 Mail/Post entry, P.O. Box 11503, Fresno, CA 93773. AMA sanc., Open 9 a.m. 209/226-4899.

SRAC MX
Berthoud, Co., 40 mi. No. of Denver on I-25. 30% brass, Ex. cash. Memb. rqd., prac. 8 a.m., race 9. 303/494-7303.

MINI TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

AME MX
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

SRA HARE SCRAMBLES
"Early Bird", limed 7 mi. No. of Adelanto on Hwy 395. 2x22 mi. loops, pins, 20% brass. 8 a.m. start. 213/320-1015.

D-36 SCRAMBLES ISDT TEAM BENEFIT
Sand Hill Ranch, Camino Diablo nr. Livermore, CA. Open tract., sil. rqd. Sign 8 a.m., no motors to start before 8. Proceeds benefit ISDT riders. 415/689-6722 or 634-3328.

AMC MX
Carlsbad Rcwy., Carlsbad, CA. $500 guar. Pro purse. Mail entry $6/$12 Pro., Post $10/$15., non-memb. $2 extra. AMC, Box 392, Tustin, CA 92680. Open 6:30 a.m., race 9. 714/532-3923.

NMA MINI MX
Rawhide Pk., Elsinore, CA. 30% brass. Sign 10 a.m., race Noon. 714/689-0871.

AFM ROAD RACE
Sears Point, Hwys. 37 & 121. Sonoma Cnty.. CA. Post entry only, $15, $4 ex. bike. Open 7:30, prac. 8:30, race Noon. 408/374-1277.

CMC ROAD RACE
OCIR, Tustin, CA. Santa Ana Fwy. to Sand Cyn. exit. Races for all classes, GP, Prod. & Cafe Racer. Sign 7 a.m., race noon. 213/842-7433.

A.C.E. TT SCRAMBLES
Carnegie Cycle Pk., E. of Livermore, CA on Tesla Rd. (W. of Tracy on Corral Hollow) New 1/3 mi. track. Class C tract., 3 plts. rqd. Open 9 a.m., prac. 10, race 12:30 p.m. 415/348-2230 or 447-9027.

CMC MOTOCROSS
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

CRC MOTOCROSS
Rawhide Park. 40% trophies same day. No membership req'd. All classes. Info: 213/830-7519 or 714/688-1291.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m., $5 trials, $2 school. Box 2313, Orange, CA. 92669.

NMA & CMC MINI MX
Rawhide Pk., E. of Elsinore, CA. Hwy 74. 100% fin. brass. 714/689-0871.

SRAC TT
Rains Rcwy., Colorado Sprs., Co. Class C tract., sil. rqd. Prac. 9 a.m., race Noon. 303/598-6191.

PONDEROSA HARE SCRAMBLES
Ponderosa, 15 mi. E. of Lancaster, CA on Ave J. 40% brass, fin. pins, all classes, free camping. 3 x 8 mi. loops. $6 entry, 10 a.m. start. Greyhounds MC 213/360-9278 or 324-4747.

BENEFIT DESTINATION POKER RUN
Benefit D-36 ISDT riders, run in conjunction with Benefit Scrambles at Sand Hill Ranch. $3 incl. run, race, ISDT decal. Sign for poker hand 9 a.m.-11 a.m. at race Camino Diablo & Vasco Rd 415/685-4764.

D-36 MOTOCROSS
Helvetia Park, W. of Sacramento, CA. I-80 to Harbor Blvd. & No. appr. 5 mi. All classes & minis. Open 6:30 a.m., race 9. 916/922-4488.

CMC/BOSS MX
Argyll Park, 13 mi. S. of Dixon, CA. Hwy 113. 30% brass, 100% Ex. p.b. Nov/Int $6/$8, Ex. $15. Mail entries to P.O. Box 334, Plymouth, CA 95669. Open 6:30 a.m., race 9. 209/267-5785.

D-36 MOTOCROSS
T-Car Spdwy., Carson City, Nv. Behind Stewart Indian School. All classes, blue plates ride free. Camping OK, plenty gas. Open 7 a.m., race 9. 702/882-5030.

Wednesday, Aug. 7

BMA BX SERIES
Riverside, CA, No. on Tyler from Riv. Fwy. to Sinclair. 30% brass, grand prix Schwinn Stingray. 4 p.m. start. 714/688-1291.

August 9-10

TWO DAY MX SCHOOL
Deschutes Pk., Bend, Or. Russ Darnell instr. $25 lim. entry. 9 a.m. — 3:30 p.m. both days. 213/367-1722.

Friday, Aug. 9

D-27 SCRAMBLES
Graham Spdwy., 23122 — 86th Ave. E., Graham, WA. Blue Barons MC, 1315 S. 41 St., Puyallup, WA. 98371. GR2-2402.

AMA PRO TT
Oregon Sidewinders track, 13500 SE Lawnfield Rd., Clackamas, Or. $900 purse. 503/659-1022.

August 10-11

AMA HALF-MILE BLACK HILLS CLASSIC
Sturgis Fgds., Sturgis, S.D. Black Hills MC, P.O. Box 297, Sturgis, S.D. 57785. 605/347-2320.

NMA MINI NAT'L. MX
Yuma Spdwy., Yuma, Az., 6 mi. So. on Ave. B from Hwy 95. HQ Motel Stardust, 602/783-8861 for res. Self-contained campers may overnight at track. Track opens 5 p.m. both days. 602/783-4611 or 782-2358.

RRA MX
Rawhide Pk., E. of Elsinore, Hwy 74. No memb. rqd., 30% brass, overnight camping. Fresh course both days. Sign 11 a.m., race 1 p.m. 714/689-0871.

Saturday, Aug. 10

OLD TIMERS TT
Perris Rcwy., off Hwy 74, Perris, CA. 3 rd Annual event for active & inactive riders. Classes: over 40/under 40. Open 5 p.m., prac. 7:30. 714/657-3678.

B.U.M.S. BX
B.U.M.S. BX Park, off 7th nr. Studebaker, Long Bch., CA. 30% brass, Prac. 11 a.m., race Noon. 213/597-0478.

D-36 NITE SCRAMBLES
Fremont Rcwy., Fremont, CA all classes, Class C traction. Sil. & kill butt. rqd. $3 ride or watch. Open 4 p.m., race 7. 415/327-4461.

D-36 SHORT TRACK
Petaluma Fgds., Spdwy., Washington St., Petaluma, CA. Class C tract., Sil. 92db rqd. All classes & minis. Sign 4 p.m., prac. 5-6 p.m. 707/762-P581.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

Sunday, Aug. 11

AMA NAT'L. ENDURO — 100 mi. "Little Harpeth" Nashville, Tenn.

AMA NAT'L. HALF-MILE — Terre Haute, Ind.

LUXEMBOURG 500 MX GP — Ettelbruck.

SWEDISH 250 MX GP.

AMA 250/500 NAT'L. MX — Delta, Ohio.

AMA CLASS C HILLCLIMB
$400 purse, Chehalis, WA. Northwest Chainclimbers, 2240 N. Leonard, Portland, Or. 97217. 503/289-7041.

D-27 SCRAMBLES
14 mi. No. of White Salmon, WA on Hwy 141. Drifters MC, P.O. Box 1033, White Salmon, WA 98672. 493-2663.

D-36 SEMI PRO MX
Santa Cruz Cnty. Fgds., Hecker Pass Rd., Watsonville, CA. All classes, blue plt. point race. Gas avail., no dust. Sign 6:30 a.m., race 9. Ridgerunners MC 408/475-3619.

DRAG HILLCLIMB
De Anza Pk., E. of Riverside, CA. Hwy 60. Theodore offramp. Stock & Mod. classes, kill sw. & sil. rqd. No chains. Sign 7 a.m., run 9. 714/653-5840 or 653-2633 or 653-7979.

SHORT TRACK & MARATHON
Sand Hill Ranch, nr. Livermore, CA. Camino Diablo at Vasco Rd. Sh. Trk. D-36 sanc., Marathon no cards rqd. Sil. rqd. Open 7:30 a.m., no motors to start before 8. 415/689-6722 or 634-3328.

D-36 SHORT TRACK
Antioch Fgds., CA. 3 plts., sil. rqd. Whites only in pits. Riders enter "L" St. gate. Open 9 a.m., sign to Noon, race 1 p.m. Wanderlust MC 415/685-6178.

D-38 TT SCRAMBLES
Dehesa Race Park, E. of San Diego, CA. I-80 to Harbison Cyn. Rd., So. to Dehesa Rd., follow signs. $3 ride, $1.50 watch. Prac. 10:30 a.m., race 11. Hi-Boots MC 714/477-7083.

Race on the new U.S. Grand Prix Course

CARLSBAD

Aug. 4

$500 Guaranteed Purse to PRO$

AMC

2' Trophies to 1st place in all classes

40% Trophies — same day

Mail: $6 regular $12 Pros
Post: $10 regular, $15 Pros
Non-members $2 extra
Mail to:
AMC, Box 392, Tustin, CA 92680

Info: 714-532-3923

200% to Pros

O.C.I.R.

$5.00 all entries
30% Trophies

AMC

714-532-3923

SATURDAY MX

100% trophy August 10

Gate $2.00 Race $5.00

Rawhide Park

Lake Elsinore 714-689-0871

Sign-up at 11:00 AM
Race at 1:00 PM
No Membership
All Classes

Every Friday Night
Motocross
O.C.I.R.

AMC

Race Schedule
Aug. 4 — Carlsbad
Aug. 11 — Saddleback
Aug. 18 — Rawhide
Aug. 25 — Saddleback
Info: 714-532-3923

If your dealer is sold out of Cycle News, & you had to drive all over town to get your copy, tear out this blank and give it to him

Please send me 5☐ 10☐ 15☐ 20☐ more copies of Cycle News each week.

dealer's name _____
address _____
city _____
state _____ zip _____ phone _____

CALENDAR

D-37 MOTOCROSS
Santa Barbara Starters Track, Goleta, CA. Limed from Los Caneros off-ramp. 3 x 15 min. motos, p.p., hacks, O.T. Entry $5/$8 mail/post. Mail entries to Stan Vines, 3376 Black St., Simi Valley, CA 93063. 20% same day brass. Minis welcome. Sign 7:30 a.m. 213/360-5446.

D-36 SPTMN. HALF-MILE
Calistoga Spdwy., Calistoga, CA. Nov/Jr/Ex large brass. Max. entry 350 riders. pre/post entry $4.50/$6. Aragon MC, P.O. Box 1311, Novato, CA 94947. Open 7 a.m., prac. 10.

CRC BAJA GP
Starts on Beach at Ensenada, B.C., Mexico. Entries limited, $13 & 2 SASE to 6625 Dorinda, Riverside, CA 92503, fee incl. Mex. ins. Fun run, 4 x 25 mi. loops. 10 a.m. start. 714/688-1291.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA., 92626.

D-35 MX
Spillway Pk., Santa Maria, CA. Hwy 101 Broadway exit. Mini to 500/Open. $5 entry incl. ins. Sign 7:30 a.m., race 9. 805/937-4043.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

MOTOCROSS
Yachats River Races, 6 mi. E. of Yachats, Or. on Yachats Rvr. Rd. Sil., 3 plts. rqd., Parents consent under 18. 30% brass, 100% Ex. p.b. Prac. 9 a.m., race 11. 503/547-3254.

AMC MOTOCROSS
Saddleback Pk., Orange, CA. No mail entry, $5/$10 post, non-memb. $2 extra. 40% brass same day, 100% Ex. p.b. Open 6:30 a.m., prac. 7:30, race 9. Sil. rqd. 714/532-3923.

C.T.A. TRIALS & SCHOOL
Saddleback, CA. Beginner/Novice classes. Enduro bikes OK, trials bike better. Trials $5, school $1.50. C.T.A. P.O. Box 2023, Orange, CA 92669. Sign 8:30 a.m., school 9:30. trial 11:30.

D-36 MOTOCROSS
Helvetia Park, W. of Sacramento, CA. I-80 to Harbor Blvd. & No. appr. 5 mi. All classes & minis. Open 6:30 a.m., race 9. 916/922-4488.

CMC/BOSS MX
Argyll Park, 13 mi. S. of Dixon, CA. Hwy 113. 30% brass, 100% Ex. p.b. Nov/Int $6/$8, Ex. $15. Mail entries to P.O. Box 334, Plymouth, CA 95669. Open 6:30 a.m., race 9. 209/267-5785.

SRAC TT SCRAMBLES
Berthoud, CO 40 mi. No. of Denver on I-25. 30% brass, Ex. cash. SRAC memb. rqd. Valley Dirt Riders. 303/442-0930.

TT
Rt. 66 & Diagonal Wy., 6 mi. E. of Kingman, Az. Class C tract., sil. rqd. 33% brass, Sign 10 a.m., race Noon. 602/753-3188.

MRA DIRT TRACK
Jackson Cnty. Sports Park, 7 mi. No. of Medford, OR on Hwy 62, E. on Hwy 140 2 mi. to Kershaw Rd. Class C tract., Sil., k.b. rqd. -7 classes, 30% brass. Prac. 10 a.m., race Noon. 503/773-3902.

CMC/CAL CROSS MX
Sunnyvale PAL track, Sunnyvale, CA. No. on Mathilda Ave., off Hwy 101, ½ mi. past Lockheed plt. Mail/post entry. SR: $10/$15, Jr: $6/$8. P.O. Box 1348, Cupertino, CA 95014. Open 7 a.m., race 9. 408/732-2752.

A.C.E. TT SCRAMBLES
Carnegie Cycle Pk., E. of Livermore, CA on Tesla Rd. (W. of Tracy on Corral Hollow) New 1/3 mi. track. Class C tract., 3 plts. rqd. Open 9 a.m., prac. 10, race 12:30 p.m. 415/348-2230 or 447-9027.

CRC MOTOCROSS
Valley Cycle Park. 40% trophies, same day. No membership rqd. All classes. Info: 213/830-7519 or 714/688-1291.

August 13-14

TWO DAY MX SCHOOL
Motocross West, Port Angeles, WA. $25 lim. entry. Russ Darnell instr. 9 a.m. — 3:30 p.m. both days. 213/367-1722.

Wednesday, Aug. 14

ISDT PREVIEW
By gold medalist Ben Bower, at Vista Grande School, Danville, CA. Reg. CERA memb. mtg. also.

BMA BX SERIES
Riverside, CA, No. on Tyler from Riv. Fwy. to Sinclair. 30% brass, grand prix Schwinn Stingray. 4 p.m. start. 714/688-1291.

August 16-17

TWO DAY MX SCHOOL
Straddle Line Cycle Park. McCleary, Wash. Russ Darnell teaching, professional instr. all phases of MX technique. Limited entry $25. Mail 14851 Genoa St., Sylmar, CA 91342. 213/367-1722.

Friday, Aug. 16

SWAP MEET
Motorcycle & Automotive. Great Western Exhibit Ctr., Los Angeles, CA. Santa Ana Fwy to Eastern & Atlantic Ave. Open 6 p.m., $5/selling space. 213/588-0558.

AMA PRO TT
Oregon Sidewinders track, 13500 SE Lawnfield Rd., Clackamas, Or. $900 purse. 503/659-1022.

D-27 SCRAMBLES
Graham Spdwy., 23122 — 86th Ave. E., Graham, WA. Blue Barons MC, 1315 S. 41 St., Puyallup, WA. 98371. GR2-2402.

SWAP MEET
New Products Pavilion Bldg., Orange Cnty. Fgds., Costa Mesa, CA. Sellers space 10 cents/sq. ft. Open 6 p.m. — midnight, setup starts 2 p.m. 714/637-1835.

August 17-18

SRAC ROAD RACE
Aspen Rcwy., Aspen, Co. Rt. 82 E. from Glenwood Sprs. about 35 mi. to Woody Crk., follow signs. All classes, Prod., Cafe, GP, Sidecar, dirt bike. Camping at track. Prac. all day Sat., sign 8 a.m., Sun, race noon. $10 entry, $5 add'l. class. 303/761-4111 days, 778-8417 eves.

Saturday, Aug. 17

D-36 SHORT TRACK
Petaluma Fgds., Spdwy., Washington St., Petaluma, CA. Class C tract., Sil. 92db rqd. All classes & minis. Sign 4 p.m., prac. 5-6 p.m. 707/762-8581.

D-36 NITE SCRAMBLES
Fremont Rcwy., Fremont, CA. All classes, Class C traction. Sil. & Kill butt. rqd. $3 ride or watch. Open 4 p.m., race 7. 415/327-4461.

B.U.M.S. BX
Saddleback Pk., Orange, CA. New track. 30% brass. Prac. 11 a.m., race Noon. 213/597-0478.

D-28 SCRAMBLES
Sidewinders track, 13500 SE Lawnfield, Clackamas, Or. 503/659-1022.

SHORT TRACK
Benton Ln. Pk., Hwy 99 btw. Junction City & Monroe, Or. Entry $3.50, ex. bike $2. sign 6:30 p.m., race 8. 503/344-9401.

Sunday, Aug. 18

AMA NAT'L. TT — Peoria, Ill.

AMA NAT'L. 250/500 MX — Mexico, N.Y.

FINIISH WORLD TRIALS ROUND.

D-26 HARE SCRAMBLES
NW of Wendover, Ut. abt. 1 mi. Jim's Enterpr., Box 237, Wendover, Nv. 84083. 668-2280.

D-28 MOTOCROSS
Delta Pk., Portland, OR, Far West MX, 11919 SE Lieve, Portland, OR 97216.

AMC MOTOCROSS
Rawhide Pk., Elsinore, CA. memb. entry $5/$10 Jr./Sr. non-mem. $2 ex. Open 7 a.m. 714/532-3923.

ELKS/RAMBLERS BENEFIT SCRAMBLES
California Rodeo Grnds., Salinas, CA. D-36 sanc. Classes 200 thru Open, Sidehacks. Class C tract. Open 7 a.m., signups close 9, race 10:30 sharp.
Salinas Ramblers MC, P.O. Box 541, Salinas, CA 93901.

D-37 TT
Elsinore Rcwy., Elsinore, CA. Sign 8 a.m., race 9. Sandak 714/870-5220.

D-36 MOTOCROSS
T-Car Spdwy., Carson City, Nv. Behind Stewart Indian School. All classes, blue plates ride free. Camping OK, plenty gas. Open 7 a.m., race 9. 702/882-5030.

NRA MX
Indian Dunes, Valencia, CA. 30% brass same day., 100% Sr. p.b. No memb. rqd. All classes. 714/688-1291.

MINI TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

AME MX
Valley Cycle Park, Moorpark, CA. Hwy. 101 to Hwy. 23, N to Tierra Rejada, R. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

CRC MX
Carlsbad Rcwy. 40% trophies, same day. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

OMRRA PRODUCTION ROAD RACE (INVITATIONAL)
$1,000 purse, Portland Int'l. Rcwy., West Delta Pk., Portland, Or. To be run in conjunction with NASCAR race. Two classes, 350-500cc, 501-Open. AMA Prod. rules. OMRRA, P.O. Box 13454, Portland, OR 97213. 503/280-7259 or 282-4215.

D-37 HARE SCRAMBLES
Limed from 4 Corners Hwy 395 & 58. Trail Nov. 1 loop, club part. trophy. 9 a.m. start. Dustmakers MC 213/337-0123.

Friday, Aug. 23

AMA PRO TT
Oregon Sidewinders track, 13500 SE Lawnfield Rd., Clackamas, Or. $900 purse. 503/659-1022.

Saturday, Aug. 24

BRA BAJA 300
Santo Tomas, 29 mi. So. of Ensenada, Mexico. 57 mi. loops, $10,000 guar. purse. Lim. entry first 150. Drawing Aug. 10. BRA, Box 1303, Calexico, CZ 92231.

CALENDAR

D-36 NITE SCRAMBLES
Happy Valley Rcwy., So. of Redding, CA. on Hwy 99 to Canyon Rd. or Happy Valley Rd., follow signs. Class C tires, silencers rqd. Riders insured. Sign 5:30 p.m., race 8. Shasta M/C 916/241-7724.

B.U.M.S. BX
B.U.M.S. BX Park, off 7th nr. Studebaker, Long Bch., CA. 30% brass, Prac. 11 a.m., race Noon. 213/597-0478.

INDOOR SHORT TRACK
Klamath County Fgds., Klamath Falls, Or. Class C traction, silencers, 3 plates rqd. Open 4:30 p.m., prac. 5, race 6:30. 503/882-8571.

CRC NITE ENDURO
"Owl Hoot," Lucerne Valley, CA. 2 loops, 65 mi. Puff & -16 rid 1 loop. Entry $8.50 & 2 SASE to 6625 Dorinda, Riverside, CA 92503. Post entry $10. Teams, $1/rider, no charge for family teams. 714/688-1291.

YAMAHA GOLD CUP BX
Madison HS, San Diego, CA. Ages 7-16, entries at local Yamaha dlrs. 7:30 p.m. start. 714/522-9202.

Sunday, Aug. 25

AMA NAT'L. 250/500 MX — Hillsboro, Ohio.

SWISS 250 MX GP — Wohlen.

SWEDISH WORLD TRIALS ROUND.

CZECHO. ROAD RACE GP.

NRA MX
Valley Cycle Pk., Moorpark, CA. 30% brass same day, 100% Sr. p.b. No memb. rqd. All classes 714/688-1291

MOTOCROSS
Yachats River Races, 6 mi. E. of Yachats, Or. on Yachats Rvr. Rd. Sil., 3 plts. rqd., Parents consent under 18. 30% brass, 100% Ex. p.b. Prac. 9 a.m., race 11. 503/547-3254.

SEWRA/JAYCEE MX
2 mi. So. of Lingle, Wyo. on Hwy 156, route marked. 100% A rider p.b. 11 a.m. start. 307/532-4588.

D-35 MX
Spillway Pk., Santa Maria, CA. Hwy 101 Broadway exit. Mini to 500/Open. $5 entry incl. ins. Sign 7:30 a.m., race 9. 805/937-4043.

SRA "CRACK O' DAWN" ENDURO
Limed 7 mi. No. of Adelanto, CA on Hwy 395. 60 mi. 20% brass, fin. pins. All classes $8.50 & 2 SASE to SRA, P.O. Box 3882, Torrance, CA 90510. First rider out 5:30 a.m. 213/320-1015.

MOTOCROSS
Cor. Forbes Ave. & Lancaster Blvd., Edwards AFB, Calif. Same day brass, spectators free, 10 a.m. start. 805/258-4025.

AMC MOTOCROSS
Saddleback Pk., Orange, CA. No mail entry, $5/$10 post, non-memb. $2 extra. 40% brass same day, 100% Ex. p.b. Open 6:30 a.m., prac. 7:30, race 9. Sil. rqd. 714/532-3923.

MRA DIRT TRACK
Jackson Cnty. Sports Park, 7 mi. No. of Medford, OR on Hwy 62, E. on Hwy 140 2 mi. to Kershaw Rd. Class C tract., Sil., k.b. rqd. 7 classes, 30% brass. Prac. 10 a.m., race Noon. 503/773-3902.

D-38 TT SCRAMBLES
Dehesa Race Park, E. of San Diego, CA. I-80 to Harbison Cyn. Rd., So. to Dehesa Rd., follow signs. $3 ride, $1.50 watch. Prac. 10:30 a.m., race 11. Hi-Boots MC 714/477-7083.

D-36 MOTOCROSS
Helvetia Park, W. of Sacramento, CA. I-80 to Harbor Blvd. & No. appr. 5 mi. All classes & minis. Open 6:30 a.m., race 9. 916/922-4488.

MX & TRIALS
Hamnar Blvd. & 5th St., Norco, CA. $4 entry. Open 10:30 a.m., events 11:30. 714/734-1546.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. $1,000 purse for Experts, other classes run the same. Sign 7 a.m., race 9. 714/586-7964.

CMC/BOSS MX
Plymouth Rcwy., Plymouth, CA. All classes, OT, Vets, Minis. 100% brass, 100% Ex. p.b. Entry Nov/Int $6/$8, Ex. $15 Box 334, Plymouth, CA. 95669. Open 6:30 a.m., race 9. 209/267-5785.

CMC/CAL CROSS MX
Sunnyvale PAL track, Sunnyvale, CA. No. on Mathilda Ave., off Hwy 101, ½ mi. past Lockheed plt. Mail/post entry. SR: $10/$15, Jr: $6/$8. P.O. Box 1348, Cupertino, CA 95014. Open 7 a.m., race 9. 408/732-2752.

CMC MOTOCROSS
Sears Point Rcwy., Hwys. 37 & 121, Sonoma Cnty., CA. 30% brass. 150% p.b., Pre. entry close Fri. before race. P.O. Box 41233, Sacramento, CA 95841. Open 7 a.m., race 9:30.

AFM ROAD RACE
Sears Point, Hwys. 37 & 121, Sonoma Cnty., CA. Pre/Post entry $12/$18, Ex. bike $4. Name, addr., ph., bike/class, AFM/AMA No's. to P.O. Box 705, Brisbane, CA 94005. Open 7:30, prac. 8:30, race Noon. 408/374-1277.

MOTOCROSS
Valley Cycle Park, Moorpark, CA. Hwy 23 & Tierra Rejada. Same day brass, Ex. p.b. Sil. rqd. Sign 7 a.m., no engines to start before 8, race 9. Simi Valley Jaycees 805/526-5290.

August 26-30

FIVE DAY MX TRAINING CAMP
Indian Dunes, Valencia, CA. Russ Darnell instr. $75 lim. entry. Phys. Condit. & On-bike training. 9 a.m. — 3:30 p.m. daily. 213/367-1722.

Friday, Aug. 30

D-27 SCRAMBLES
Graham Spdwy., 23122 — 86th Ave. E., Graham, WA. Blue Barons MC, 1315 S. 41 St., Puyallup, WA. 98371. GR2-2402.

Saturday, Aug. 31

SHORT TRACK
Benton Ln. Pk., Hwy 99 btw. Junction City & Monroe, Or. Entry $3.50, ex. bike $2. sign 6:30 p.m., race 8. 503/344-9401.

D-36 DIST. TOUR
AMA Sanc., Wedded Wheels MC, P.O. Box 2305, Pleasant Hills, CA 94523.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

September 1-2

BOSS MX GP
Argyll Pk., 13 mi. So. of Dixon, CA. Hwy 113. Entry for both days, Nov/Int $15, Ex. $25, Box 334, Plymouth, CA 95669. Grand Prize 250 Bultaco. Also leathers, boots, conting., 30% brass, 100% Ex. p.b. Open 6:30 a.m., race 9 both days. 209/267-5785.

CMC SEMI-PRO MOTOCROSS
Lake Madera, CA. Take Cleveland ext from 99. 30% Jr/Int brass, 100% Ex. p.b. Starts 9:30 a.m. 674-4042.

Sunday, Sept. 8

D-37 HARE SCRAMBLES
All new Shady Acres Race area, limed from Lucerne Valley, CA. 2 x 38.6 mi. loops, easy, quick, fun. Rescue 3. $4.75 entry,

Sunday, Sept. 15

URA LITTLE TUFFY ENDURO
Red Mtn., CA off Trona Rd. 50 miles, not a family type run. Mail entry $8.50, closes Sept. 5. Teams, add $1/rider, clubs add $5/club. 6600 Gerald Ave., Van Nuys, CA. 91406. Post entry $10. First rider 7:01 a.m., 4 riders/minute. 213/988-2967.

BIGGIES

1974 AMA National Championships

8/4	HC	Muskegon, MI
8/9	ST	Hinsdale, IL
8/11	HM	Terre Haute, IN
8/18	TT	Peoria, IL
8/24	M	Indianapolis, IN
9/1	RR	Talladega, AL
9/8	M	Syracuse, NY
9/21	HM	Toledo, OH
9/29	M	Albandy, CA
10/6	RR	Ontario, CA
10/12	HM	Gardena, CA

1974 Y-AMA Mini National Championship

8/4-5	MX	Mansfield, OH
8/10-11	MX	Peoria, IL
8/31-9/1	SCR	Patoka, IN
11/23-24	MX	Phoenix, AZ

1974 Trans-AMA Motocross

9/29	Copetown, Ont.
10/6	Unadilla, NY
10/13	Linnville, OH
10/20	Gainesville, GA
10/27	Orlando, FL
11/3	St. Peters, Mo.
11/10	Lake Whitney, TX
11/17	Puyallup, WA
11/24	Livermore, CA
12/1	Irvine, CA

1974 AMA National Enduros

8/11	Little Harpeth Nashville, TN
9/1	100 Mi. RMEA Denver, CO
9/7-8	Jack Pine Lansing, MI
9/15	Kaw Valley Lawrence, KS
9/22	150 Mi. Alpine, NY
10/6	Black Coal Evansburg, IN
10/13	100 mi. Central Village, CT
10/27	Cotton Boll Amarillo, TX
11/3	125 Mi. Checkpt. MC Whittier, CA
11/10	125 Mi. Cadiz, KY
11/7	125 Mi. Tulsa, OK

PNTA Trials Schedule

8/10-11	Reg. 2 Or. St. Champ.
8/25	SWAT Larch Mt., WA
9/8	Reg. 3 Gold Bar, WA
9/22	Reg. 2 Local
10/6	Reg. 3 Bellingham, WA
10/6	SWAT Larch Mt., WA
10/13	Reg. 3 Open
10/20	Reg. 1 Henry Koepke Memorial Trail
10/27	Reg. 2 Local
11/10	Reg. 3 Open
11/17	SWAT Larch Mt., WA
12/8	Reg. 3 Open

Info: 503/656-4707, 636-6759, 649-4034

A.M.A. National Trials Champ.

9/1	Rhode Island, N.E.T.A.
9/2	Penn., P.T.R.
10/20	Colo., R.M.T.A.
9/7	Mich., M.O.T.A.
10/26	Kansas, A.V.T.A.
10/27	Okla., N.O.T.A.

Pacific N.W. Road Race Schedule

8/3-4	Canadian Nat'l. Westwood, B.C., Can.
8/4	S.I.R. Kent Wa.
8/18	Westwood B.C., Canada
8/25	S.I.R. Kent, Wash.
9/1	Delta Pk. Portland, Ore.
9/15	Westwood B.C., Canada
9/29	Westwood B.C., Canada
10/6	Delta Pk. Portland, Ore.

Russ Darnell "College of MX Knowledge" Class Schedule

7/30-31	Valley Cycle Pk. Moorpark, CA
8/3	Spillway Pk. Santa Maria, CA
8/9-10	Deschutes Pk. Bend, OR
8/13-14	MX West Port Angeles, WA
8/16-17	Straddle Line Pk. McCleary, WA
8/26-30	5 Day Training Camp, Indian Dunes Valencia, CA

1974 International Calendar

500cc MX

7/28	Holland
8/4	Belgium
8/11	Luxembourg

250cc MX

8/4	Finland
8/11	Sweden
8/25	Switzerland

125cc MX

7/28	U.S.A.
8/26	Britain

Road Racing

7/27-28	Finland
8/25	Czechoslovakia
9/8	Yugoslavia
9/22	Spain

Trials

8/18	Finland
8/25	Sweden
9/22	Czechoslovakia
9/29	Switzerland

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

Banzai artist Tarao Suzuki went from 125 to 250 to 500 international classes and here zaps Jimmy Aird (CCM) on the monoshock Yamaha. The young Japanese pilot only knows about two throttle positions: on and off.

World Championship Motocross

Suzuki suspension probs yield Yamaha's first 500 GP win

By Martin Christie

DODINGTON PARK, BRISTOL, ENGLAND, JULY 7

For the second time this year, a British motocross Grand Prix upset the form book, resulting in a winner from outside the ranks of favored runners. As a result, there should be taut drama in the final rounds of the 500cc World Championship.

In practice, it was a clear choice between Mikkola or DeCoster for the win. The Finn, 29 years old on Saturday and celebrating his birthday quietly, knew he had to pull ahead to keep his advantage after missing the previous German round with pulled back muscles. DeCoster had to win to have a chance of catching him and the strain was evident in the three-time World Champion before the GP.

Brad Lackey (Hus) and Bengt Abert (Bul) were among the fastest and most stylish in timed practice; didn't do too badly in the GP motos, either.

Rival for the runner-up spot, Adolf Weil, was tight-lipped, too. His Maico sported yet another variation of the front forks with internal springs. And there was Suzuki's Number Two, Gerrit Wolsink, now settled in on the 398cc motor, and confident that he has the best handling bike he's ever ridden. He's happily putting it on his former Maico teammates.

Fastest in timed practice Sunday morning was Mikkola at 2:42, followed by Bengt Aberg on a standard Bultaco engine bolted into a new Pomeroy replica frame, after ruining the big end of his factory motor in Saturday's practice.

Fourth fastest on the 1.3 mile course was Brad Lackey, tangling with Botchkov during training, and coming off best overall, though the Russian's opening lap was quicker. Fifth was DeCoster. But in the race, it was the lanky 23-year-old Belgina, Jaak van Velthoven, who was the sensation of the day, putting in a personal best in the last two years, and giving Yamaha their first World Championship win of the season in either 250 or 500 class.

Big Jaak loved the tough, twisty course set in undulating English parkland.

"This is the first real motocross of the year," he said, "all the others have been road races in comparison."

First moto

Mikkola was quickest out of the start gate and continued first along the uphill straight. But as the pack bunched up in the top hairpin, he was rammed, bending his brake pedal into a useless position. He stopped at the pits after half a lap, attempting to straighten it, but failing to do so, he set off again a long way behind the field and only struggled on for one full tour before withdrawing.

Stopped also was Bengt Aberg, straightening the Bul after a fall. He restarted behind Mikkola, and despite losing second gear, and riding with badly swollen left knuckles after a practice crash, pressed on to finish an eventual ninth.

Meanwhile, out front, Roger was turning it on, chased by Wolsink, Weil, and Van Velthoven. But after only five laps, DeCoster was turning and looking anxiously at his rear suspension. One rear shock had snapped just below the mounting point, and within one more lap, the other damper collapsed under the strain. As Roger turned in, Wolsink took over and looked as if he would pull away. But on the same lap, Van Velthoven saw his opportunity and leapt past Weil.

For nine laps they held their positions, but in the closing stages the Belgian was pulling everything out. With his height, and his long arms and legs, he is the most incongruous sight on a monoshock Yam, particularly when he literally picks it up and throws it around. Wolsink was a marked man.

As they came closer together, Van Velthoven made a suicidal effort to nip inside at the entry to the flat out main straight, handlebars almost locking together. But Wolsink coolly held him off, leaning back on him, keeping from being run into one of the fence posts.

With two laps to go, Wolsink suspected that his rear shocks were collapsing, and the thought unnerved him just enough to make the difference. As they crested the hill, Van Velthoven sailed into the lead, and the Dutch dentist abandoned any hope of catching him by the flag. Weil was third, after desperate attempts to catch him by Arne Kring (Hus). Kring's rear mudguard was ripped off by the back wheel because his seat was too low.

Willi Bauer (Mai) was out early when the rear of his frame broke up, and Ake Jonsson (Yam) rode in a solitary fifth. Brad just failed to make sixth, as Botchkov slowed up in the final half of the race. Coming up from a bad start, Lackey got around Welshman Andy Roberton for seventh but, not realizing how far up he was, didn't put enough effort into his final run.

Second moto

Both Wolsink and DeCoster had new shocks for the second race, and they were the first two away from the gate. Aberg had a new motor, borrowed from Englishman Malcolm Davis, and he had a good start too, mixing with Weil and Bauer for fourth.

Mikkola was back in the middle of the pack pushing hard, but he got no further than the second turn this time before disaster struck. As he tried to sweep around the traffic, some slower riders tangled, the pack burst its seams, and he and Christer Hammargren (Kaw) were barged right off the track, uprooting stakes and getting tangled in the ropes.

Somehow Mikkola kept his engine running, extricated his front wheel and, pushing off illegal assistance from the Van Velthoven family, restarted half a lap behind in a seemingly hopeless position.

At the lead, the two Suzukis were going strong, Wolsink leading and determined to recover from his first race disappointment. But it was not to be. On the second lap, his gearbox broke up, and he came to a crunching halt after just one more tour.

That left a duel between DeCoster and Van Velthoven. Except for the agonizing pain from the torn blisters on his hands, Van Velthoven looked like he might have caught the reigning champ. But, under pressure, Roger just kept a healthy distance from his fellow countryman and Jaak wisely settled for second rather than risk a crash.

Weil was out soon, after tangling with Aberg and breaking the tip of his brake pedal off, and the Swede could hardly hold the pace with his hand injury. After passing Bauer for third and keeping it half the moto, he was overhauled in one of the most incredible rides of the season. On lap nine, there was Mikkola, right on his tail. In 20 minutes, the Flying Finn had made up 20 places with a display of cunning and courage that was difficult to believe. Though he got by a slowing Aberg for third, he was just too far adrift to make up the 25 seconds separating him from the two leaders on the last few laps.

Willi Bauer trailed in to the pits in the first moto with rear frame and fender dragging. The pipe stayed on, though.

Heikki's determination and his tactics had shown Arne Kring a way through, too. Mikkola barged through the field with Kring in his wake. Brad, blinded by dust inside his goggles, pulled over to let Heikki go by, only to find Kring and Ake Jonsson following through on the same line. He had to pull his goggles down, and in that state was unable to stay with the battle in front of him.

He produced some entertaining antics for the crowd, stepping off on one of the dusty hairpins like a cowboy, spinning the bike round on its side, keeping the motor running, and remounting to hold seventh place, after finally getting one position back from Jonsson.

Kring got up to fourth, despite losing it in a big way while drifting onto the main straight; cartwheeling and breaking off another rear fender. ●

Results

MOTO ONE: 1. Jaak Van Velthoven (Yam) Begl. 2. Gerrit Wolsink (Suz) Neth. 3. Adolf Weil (Mai) W. Ger. 4. Arne Kring (Hus) Swed. 5. Ake Jonsson (Yam) Swed. 6. Anatoly Botchkov (CZ) USSR. 7. Brad Lackey (Hus) USA. 8. Andy Roberton (Hus) UK. 9. Bengt Aberg (Bul) Swed. 10. Malcolm Davis (Bul) UK (250cc rider, no pts.) 11. Serge Bacou (Mai) Fra.

MOTO TWO: 1. Roger DeCoster (Suz) Belg. 2. Jaak Van Velthoven (Yam) Belg. 3. Heikki Mikkola (Hus) Fin. 4. Arne Kring (Hus) Swed. 5. Willi Bauer (Mai) W. Ger. 6. Bengt Aberg (Bul) Swed. 7. Brad Lackey (Hus) USA. 8. Ake Jonsson (Yam) Swed. 9. Tarao Suzuki (Yam) Jpn. (250cc rider, no pts.). 10. Andy Roberton (Hus) UK. 11. Arne Lodal (Mai) Den.

"Hello. Do you speak English?" Brad settles in between Arril and Elaine before assaulting the English countryside.

WANT ADS

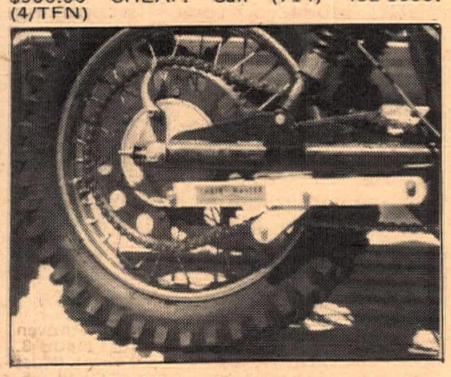
$218.50 New Trailers $218.50
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (22/TFN-E.O.I.)

'69 SHERPA S 200cc, stored 3 years. Extra, new piston & sleeve, $325.00. (213) 596-9898. (29/2x)

250 Husky Reed Valve
Make that 250 a rocket. Complete installation (parts and labor), $100.00. Kit only for Bing carb., $36.50. Kit only for Mikuni carb., $30.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

'73 Penton 175
Jackpiner, stock, in exlt. cond., never raced, $650.00. Free Bell Star helmet. (714) 737-8089. (29/2x)

380 Desert CZ
New top and bottom end. Other trick stuff. $500.00 CHEAP. Call (714) 492-1995. (4/TFN)



Maico-CZ Chain Tensioner
eliminate chain whip and breakage problems, increase chain life. A must for moved up shocks. Made of lighweight aluminum with nylon rollers. $19.95 each. California residents add sales tax. Send check or money order to Trails End, 16394 East 14th Street, San Leandro, California 94578. (415) 278-1565. (30)

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Brand new Elsinore, $1045.00. Honda Glendora (213) 963-5984. (21/TFN)

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Excellent condition, clean — clean — must see. Full dress, make offer. (213) 883-9499. (29/2x)

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We can make your 450 much faster, smoother and start better. Complete job (parts, labor, 38mm Mikuni), $175.00. Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (18/TFN)

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'73, 360 MX, custom Wheelsmith frame, forward mounted Konis, trick forks, J&R pipe, Webco high compression head, Wiesco piston, new Cheng Shin, "Barum," plus spare parts: head, pipe, cables, etc. ALL NEW, 2 races, $1150.00 or offer. (714) 675-3373. (29/2x)

Moto Guzzi
SALES, SERVICE, PARTS. COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 831-1279. (28/TFN)

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32" chrome moly, guaranteed unbreakable, $15.95. Dealer inquiries welcomed. D.S.I., 671 Dell Street, Solana Beach, California 92075. (29/3x)

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1973 BULTACO ALPINA 350cc, good cond. $750.00 or make an offer I can't refuse. After 6, (714) 979-7728. (29/2x)

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Parts mail order. Same day expert service. Ask for Tim, Malcolm Smith's K&N Motorcycles, 1689 West La Cadena Drive, Riverside, California 92501. (714) 686-8014. (36/TFN)

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Trials models. Berkley Yamaha (415) 848-2309. Concord Yamaha (415) 798-2580. (29/4x)

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NEW HODAKA SALE: Wombats, $579.00 — Combats, $629.00. New Super Combat MX, $795.00. Call (209) 233-1834. (29/4x)

'72, 175 Penton
Pipe, D.I.D.'s, Preston Petty, 350x21, new 350x21, new main bearings and rod kit. Enduro kit, $525.00. After 4:30 (213) 697-6505. (27/TFN)

NEW CZ SALE — 250 MX, $880. 400 MX, $990 — for $69.95 extra, special racing kit available. Includes: Girling shocks, 34 Mikuni carb., plastic gas tank. Call (209) 233-1834. (29/4x)

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'72 Bultaco Pursang 250
$575.00/offer. Showroom condition — must see! Call Denise after 6:30 p.m. (213) 430-2210. (29/2x)

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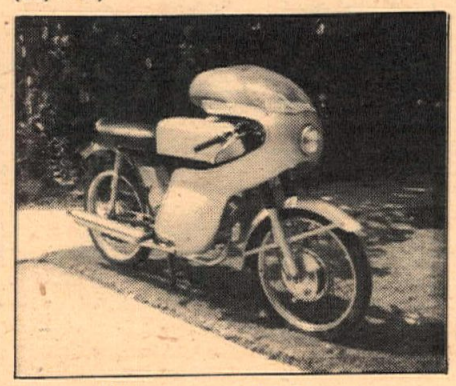
Mixed male, 5 months old. Black with brown paws, white on chest and back of neck. Short hair. Missing since July 7. Any information please call (213) 434-4338. WE MISS HIM!!! (29/TFN)

Wanted
Yamaha salesman, full or part time. Also full-time partsman. (213) 635-8058. (38/TFN)



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Superb design, top quality components, like new, 450 miles, $475.00. (213) 454-3510. (30)

'71, 400 Husky
4 speed, xlnt. cond., super reliable, $775.00. (213) 923-7807. (29/2x)

Yamaha Mechanic
Journeyman mechanic, top pay, 40 hour week, commissions, benefits. Call: Ed Russell, Harley-Davidson-Yamaha (213) 749-6235. 2531 South Main Street, Los Angeles, California. (27/TNF)

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for C.M.C. road race meetings. Call (213) 842-7433. (29/2x)

Elsinore 125 Replica Plastic Tanks
Available in Preston Petty colors. P.J.'s, Manhattan Beach (213) 545-0051. (24/TFN)

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Super fast — very reliable, new top end, never ridden since. Large tank and tires, ported, new clutch, seals, bearings. $625.00. Nights (213) 287-8708. (30)

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Forward mount Konis, plastic tank, alloy air box, plastic fenders, 250 clutch, Akront rims. Must see and ride. Asking $650.00. (213) 846-0723. (30)

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Too fast for me! Must see to appreciate 360 MX '73. Yellow plastic tank and fenders, Curnutts, down pipe, 460 Barum. New top end! (213) 869-1434. (30)

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extra fine silver dollars. Also buying coin collections, and silver coins. (805) 643-6864. (30/3x)

1971 Rickman Hodaka 100cc
Super trick, nickle plated frame, Cerianis front and back, Magura levers, conical hubs, new bore, piston and rings, $350.00. (213) 641-0554. (30)

Bike Trailer
Carries four, leaf springs, 15" tires, $250.00. (213) 338-2552. (30)

'74 CHAMPION YAMAHA 250 TT & short-tracker, nickled & anodized, Barnes wheel with hydraulic disc, ported with Bassani pipe. Call Bob, $1400.00 (213) 330-6998. (30)

'74 Penton 175, $850
Excl. cond., never raced, porting, dependable. (714) 683-2253. (30)

1973 YAMAHA 125cc MX, perfect condition, extras, sacrifice $350. (714) 597-2609. (30)

10% Over Dealer Cost
on new '74 Suzukis at Campbells Suzuki, Whittier (213) 698-8989 or (213) 696-3306. (28/TFN)

Yamaha Tune-Up
One day service guaranteed. Work Singles, $15.50. Twins, $22.50. Yamaha Buena Park (714) 523-8570. (30)

Buena Park Honda
Clearance of trade-ins — '73 Suzuki GT 750, a beauty, $1395.00 (36121). '72 Suzuki 380, tops, $595.00 (5G0652). '70 AMC Gremlin, $1499.00 (198AKZ). Top $ for your trade — or we'll buy your bike. Easy terms. 8461 Commonwealth, Buena Park, Ca. (714) 521-3642. (30)

WANTED — 250 PENTON — Must be good condition. Call anytime (714) 847-4434. (30)

'74 Yamaha MX
Ridden 3 times, showroom new, $800.00. Also '71 Yamaha 650, excellent condition. (213) 438-2301. (30)

Recycle Your Skins
Need used MX boots (lace or buckle) size 5 or 6 and MX leathers, size (26"W 24"L). No junk. Call aft. 6 p.m. (714) 737-1651. (30)

NEW
CR-250 MX
$999.00 total price
213-796-0231 Pasadena Honda

Giant Indoor Motorcycle Swap Meet!
Friday, August 16th, 6-Midnight. Indoors at the Orange County Fairgrounds! From basket cases to dirt bikes. New stuff, too! Seller's paces: 10¢ per square foot. Reservations: (714) 637-1835. (30/2x)

Sooper Lite Mutha-Thumper
1974 Clews Stroka 550cc 4-stroke single. Chrome-moly frame, magnesium galore. Boo-Coo torque. Like new, 220 pounds, starts easy, runs great. $1500.00. (213) 374-7216.

'71 CZ 250, Konis, Mikuni, electronic ignition, porting. (714) 595-9932. (30)

'71 Husky 400
Fast and reliable, excellent condition, $775.00. (213) 695-3675. (30)

Elsinore Eater
'72 Yamaha 125 MX, new YZ top end, reed, rebuilt lower end, plastic tank, fenders, levers, down pipe, (extras). Best offer by 8-3. (213) 865-2946. (30)

Wanted
Mechanic who is interested in a future. Suzuki background. Salary open. (213) 966-8541. (30/TFN)

'72, 650 Yamaha
For sale '72 Yamaha, pull back bars and sissy bar. Primo condition. (714) 536-5148. (30)

Husqvarna
Buy your new Husky from The Husky Specialist. Call Malcolm personally, ask about our out of state freight allowance. Malcolm Smith's Motorcycles, 1689 La Cadena Drive, Riverside, California 92501. (714) 686-8014. (24/TFN)

'73 Bultaco Pursang 350, $695
Ridden few times only, 2 tanks, skid pan, showroom condition. (213) 926-8302. (30)

MOTORCYCLE trailer. Will carry 2 large bikes, 14" wheels, $100.00. (213) 370-8887. (30)

GET CYCLE NEWS THREE TIMES A WEEK when you subscribe to all three editions. Special discount, only $25 gets you one year each of Cycle News West, Cycle News East-Dixie and Cycle News Central. Read about it all. Send check or money order to Cycle News, Inc., P.O. Box 498, Long Beach, Calif. 90801. (TFN)

TRADE: CLEAN & FAST '70 Bultaco 250 + $ for street bike. (714) 539-1102. (30)

Super CZ '72, 250
Very fast, reliable, excellent condition, D.I.D.'s, Curnutts, heavy duty spokes, Sunburst, Mikuni, desert tank, bash plate. Must sell for trip! $575.00. Call Dick, eves (213) 374-4033. (30)

Super Trick '73, 185 Suzuki
YZ PMC tank, mudless 21" Akront, reed valve, S&W shocks, street equipment available. $600 or best offer. David Honeycutt (714) 644-8391. (30)

Cooper 250, 5 Speed
Fast, reliable, perfect condition, Curnutts, quick throttle, engine by Wheelsmith, many extras. Over $1450 invested, sell, $650.00 — Must see. (714) 897-8716. (30)

1973 SL-125 HONDA, 500 miles, $500.00. (714) 832-7051. (30)

Parts Girl Wanted
Apply at Hi-Performance, 5105 Atlantic, Long Beach, California. (213) 423-1433 ext. 46, ask for Gil. (30/2x)

Cafe & Dirt Accessories
Scratcher kits, fairings, PP products, Malcolm Smith. SPECIAL — 10% discount with any competition card. TZ 250 pumper engine AT COST. Yamaha Buena Park (714) 523-8570. (30)

Harley-Davidson Baja Owners
Now those hard to find H-D Baja parts are available at Krizman Engineering & Sales Co. We have genuine H-D parts and accessories in stock for immediate delivery. Racing goodies, porting, and dyno tuning. Write or phone: Kesco, 12990-D Bradford St., Arleta, CA. 91331. (213) 768-2233. (TFN)

1974 YAMAHA YZ 125cc like new, extras, sacrifice $600. (714) 597-2609. (30)

VW DUNE BUGGY AND TRAILER. Made in 1972. Very little use. Must sell. Trade for MC 500cc or larger, or $950.00 cash. (714) 623-3041. (30)

XL250 Speedo & Tach, New, $32
(213) 641-5751. (30)

Yamaha Swingarms
Chrome-alloy, needle bearing arms with Mid-Mount shocks. No frame modifications required on stock MX's. Adds 2" of rear wheel travel. '74 Enduros MX 250/360/500, $85.00. YZ 250/360, $85.00. Call or write for information on complete frame kits for all MX Yamahas. MAYNARD/PROFAB, 13666 Harbor Boulevard, Garden Grove, California. (714) 530-7340. (13/TFN)

$5,000 Motor Vehicle Medical
Payments Insurance (no deductible), $60. ($2,000 coverage, $30.) Phone or write for application. (213) 295-4468. California Motorcycle Insurance Agency Box 4215, Inglewood, California 90309. (26/10x)

Yamaha Shocks Wanted
Want Yamaha thermo-flow shocks. Don't need springs, just body. Call if price is reasonable, (213) 596-8072. (30/TFN)

Pipe Builders
Call between 9-3 shop. (213) 530-4656. (30/2x)

'71 Hodaka 100 MX
Super good cond., hardly ridden. Barnett clutch, 24 Mikuni, pipe, ported, milled head, Yamaha front forks — more. $325/best offer. (714) 826-6412. (30)

COMPLETE RICKMAN FRAME and parts for 125cc Suzuki motor (cases, crank, trans), $200.00. (213) 695-6504. (30)

'71, 250 Suzuki Savage
21" Akront, Konis, fresh engine, excellent condition! $375.00. (213) 394-4369 or (213) 476-7009. (30)

Trackmaster 350 Kawasaki
Barnes wheel w/disc, Konis, Betors, fiberglass seat & tank. Venolia piston & mag, T.I. brake & pegs or ½ mile. '0' hr. on fresh motor. $900.00 or ?? (415) 685-2361. (30)

Malcolm Smith
SELLS motorcycles too!! He doesn't just RIDE 'em. Meet Malcolm at his own shop. He WORKS too!! Malcolm Smith's, 1689 W. La Cadena Dr., Riverside, Ca. (714) 686-8014. (29/2x)

Can-Am
Street legal enduro models in stock. Competition Services, 1244 North Gaffey Street, San Pedro, California. (213) 831-1279. (28/TFN)

'72, 400 CZ, EXTRA clean, never raced, many extras, $700.00. (213) 973-6709. (27/4x)

'71 Sportster
Low miles, excellent condition. Must sell, extras. 5900 miles, original engine, 8" extended front end. 16" rim, all chrome spokes, chrome chain guard. (213) 633-0334. (22/TFN)

SEXY '70 CZ 125. BIRT PIPE and bore, Mikuni, Reed, Curnutts, Akronts, plastics, tools, more. $350.00. It's fast, it handles. Call John (714) 894-8482. (28/3x)

Forward Mounted Shocks
New Bultaco Pursangs in stock now. Guy Louis Motorcycles, 990 East Willow, Long Beach, California. (213) 426-1358. (28/TFN)

Bassani CR 125
Low pipes now available at dealers. Call Aragon Distributing (213) 359-4597. (28/3x)

'73, 250 Yamaha MX
Excellent condition, Filtron, new off-road stickie, $595.00. Saugus 1-(805) 252-2227. (30)

1973 HODAKA Super Rat, excellent condition, used 4 times, $349. (213) 573-3723. (30)

'74, 125 Elsinore
Konis, special pipe, like new. Must sell, $750.00. (213) 644-0071. (30)

'71 RICKMAN HODAKA. Reeds, ported, 32mm, Arnacos, Diamond chain, '76 stickie, big tank, Filtron, Rat head, up-pipe. $375.00 or offer. (213) 324-6258. (30/2x)

17 FT. SMUGGLER TRAILER. Almost new, fully contained, sleeps 6, less than 1000 miles of use. Best offer over $2000.00. Day (213) 393-0703, eve. (213) GI 1-4139. (30)

J.A.P. Speedway Bike
Like new — 4-B engine, race ready. Evenings (213) 256-7862. (30)

Honda Elsinore 250
Excellent condition, Curnutt shocks, brass swingarm bushings, new piston & rings. Clean & fast! $850.00. (213) 927-8072. (30)

'73 PENTON 175 good condition. $625.00 or make offer. (714) 995-3326. (30/2x)

'73 Yamaha 250 Enduro
Runs great. $575.00 or offer. (213) 837-7232. (30)

NEW CZ swingarm with bushings. Make offer. Temple City (213) 579-1967. (30)

SPARK PLUGS, ENGINES, complete bikes . . . all at the giant indoor motorcycle swap meet during the speedway races August 16th at the Orange County Fairgrounds! 6-Midnight. Seller's spaces: 10¢ per square foot! Reservations: (714) 637-1835. (30/2x)

'74 Honda XL350
Like new — less than 450 miles, $895.00. (213) 257-1749. (30)

DT-1 ENGINE IN R.T. FRAME. 21" frt. wheel, spare barrel & piston. Dirty only. $250.00 firm. (213) 370-8887. (30)

$600.00 Reward!!!
You pay 600 and you'll be rewarded with (1) 1974 Moto Villa 125 MX. Moved Konis, reworked forks, cable brake, like new. (213) 378-3051. (30)

'74, 360 Bultaco Pursang
Shock conversion, Konis, clean and in good shape. $1,100.00 or best offer. (714) 534-7937. (30)

'72 CZ 400, bought May '73, like new, $750. (213) 421-8110. (30)

'73 Yamaha 125 MX
Clean, runs good. Monarch fender, Uni levers, gum rubber grips, $400.00. (213) 330-7967. (30)

'71 Hodaka Super B
Like new, 640 mi. Must sell, $350.00 or offer. (213) 962-7856. (30)

'71 Yamaha 360 MX
Rebuilt, repainted, white, abnoramlly fast — wins more bets, $550.00. (213) 379-0150. (30)

'72 CZ 250
Femsa ignition, plastic tank & fenders, D.I.D. rims, Sunburst head, perfect condition. I'm only asking $550.00. (213) 377-4067. (30)

Keep On Bikin'
Need a way to get it there? Buy our '69 Chevy pickup, mags, ¾ ton, V/8, P/S, super clean, $1900.00. (213) 329-6412. (30)

'71 CZ 360 Desert
1 year old, Mikuni, new piston, tires, ported, never raced. Faster than 400, many extras, set of tools. $675.00, clean. (213) 996-0272. (30)

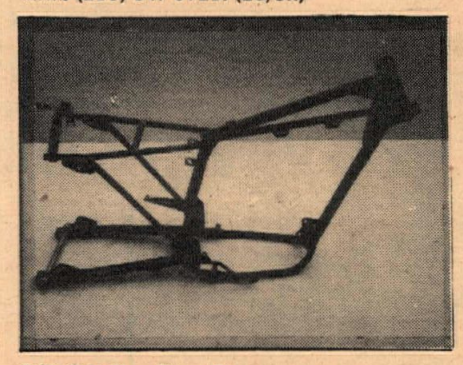
'72 Maico 400WR
New engine — Acces. include, Wheelsmith, Hooker, K&N, Casler, Akronts. Having addition to family. Must sell. Super condition. Sacrifice $750.00. (714) 624-2155. (30)

'74 Yamaha 360 Enduro
$900.00 or best offer. Excellent condition, 3800 miles. After 5:30 weekdays, anytime Sat. or Sun. (714) 684-1377. (30)

1971 KAWASAKI 175 — $250. Plastic tank, etc. Good condition. (805) 947-3764. (30)

Cylinder Head By Branch
Jerry Branch flows and ports racing heads for champions. Going racing? Call Jerry at (213) 595-4659. 2625 Lime, Long Beach, California. (21/TFN)

'73 ELSINORE 250. REVELLE PIPE, shocks moved up, bronze swingarm bushings, 300-21 Trelleborg, 450-18 Cheng Shin, new sprocket, new chain, Thermal flows. $850.00 firm. (213) 347-5721. (28/3x)



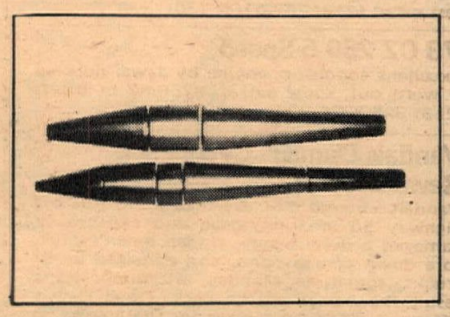
CZ GP Replica Frames
4130 Chrome-Moly Heliarc welded. Accepts all stock components. Complete with brake pedal and hollow rear axle, $395.00. Swingarm only (fits stock CZ) with axle, $99.95. THE FRAME WORKS, 7893 Clairemont Mesa Boulevard, San Diego, California 92117. 1-(714) 560-8412. (22/TFN)

Kawasaki Cranks Rebuilt
Genuine factory parts. VENOLIA forged pistons. Any bike from standard to .080 over. Dealers special service, fast. 8:30 a.m. to 12:30. 5272 Troth Street, Mira Loma, CA. 91752. Catalog, $1.00 VENOLIA. (714) 685-5727. (26/8x)

Salesman
Alsport Inc., Manufacturer of Trisport 3 wheelers, Steen M/C, Boa ski snowmobiles, and Alsport utility truck vehicle, distributes dealer direct in 23 states from 6 branches, located in California, Texas, Ohio, Georgia and Pennsylvania. We have openings for a salesman at each of these operations. You will set up new dealers and service existing dealer accounts. Extensive travel: Salary plus commission, plus expenses. Travel and auto allowance, and full fringe benefits. Send resume to: J. Keathley, V.P., Alsport Dist. Co., 84 Whittlesey, Norwalk, Ohio 44857 or call (419) 668-4171. (26/TFN)

Kawasaki Motorcycle Shop For Sale
$55,000. Send finanacial statement and resume of business and motorcycle experience if interested. Capital Kawasaki, 333 Sandoval, Santa Fe, New Mexico. (505) 083-9460. (28/6x)

CZ GP Replica Frames
4130 Chrome-Moly Heliarc welded. Accepts all stock components. Complete with brake pedal and hollow rear axle, $395.00. Swingarm only (fits stock CZ) with axle, $99.95. THE FRAME WORKS, 7893 Clairemont Mesa Boulevard, San Diego, California 92111. 1-(714) 560-8412. (22/TFN)



Expansion Chamber Cone Sets
20 Ga. steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets, $12.00. 4 Pc. sets, $14.00. 5 Pc. sets, $16.00 Postpaid. California residents add 5% tax. Quanitity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Ave., Lawndale, Calif. 90260. (213) 675-5290. (TFN)

'73 TM Suzuki 125 MX
This bike is fast: Red Line swingarm, oil injection removed, ported, modified expansion chamber, Fun 'n Fast fork kit, extra cylinder barrel, Fun 'n Fast skid plate, $700.00. (213) 425-3791. (30)

Husky Long Loop Gas Tanks
Hannemann glass 4 gal. off '69, 400cc. Vesco plastic, 3½ gal. off '72, 450cc. Won't fit my '74, 250. Both excellent cond. $40.00 each. Afternoons (805) 937-4866. (30)

FUJI 80, 500 mi., $350 or best offer. 1974. (213) 542-3411. (30)

'72, 250 Husky WR, Finally!
5 spd., MJ frame, extended swingarm, 5" Curnutts, Malcolm bars, Montesa fork boots, Univ. seals, bash plate, 3.50x21, 4.00x18 6 ply brand new Metzeler. Bike is MINT, fast in sand, $850.00 FIRM. (213) 534-2207. (30)

'69 Husky 400
Big tank, many extras, great condition, $600.00. (213) 835-2657. (26/TFN)

Wanted "Ariel"
Single engine — front & rear hubs, primary cases, rigid frame. Call collect (213) 376-2002, Joe Fahey. (29/2x)

Koni Shocks Rebuilt
$20.00 per set. Will buy used up Konis. Have special racing shock oil. Factory shock coolers. (G.G. Chaplin, 61 Fifth Street, Cayucos, California 93430. (805) 995-3462. (29/2x)

25% Savings on Insurance
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. Phone: (213) 836-5211. (TFN)

SALESMAN WANTED, experienced in Yamaha, Triumph, Norton, Rickman. (714) 533-1309. (28/4x)

New Road Racers For Sale
New 250 TD 3 road racers. Used 250 TD 3 road racers. Used 250 TD 2 road racers. Used 350 TR 2 road racers. Used 350 TR 3 road racers. One 250 Suzuki Prod. Spare Parts — Krober Ignitions — road race tires — Daytona seats. 8:30 a.m. — 5 p.m. (714) 465-9700 Dave Evans. (18/TFN)

ELSINORE OWNERS. Gears repaired, better than new. Ported to latest specs — all work guaranteed. Dean Ginn, 17885 Cold Springs Dr., Reno, Nev. 89508. (702) 972-7371. (28/4x)

Super Chain For Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P.O. Box 8535, Fountain Valley, Ca. (2/TFN)

G.P. Maico
400 radial, thick seat, 3 tanks, 2 Wheelsmith pipes, Mikuni, forward shocks, DID, Rahm, Yamaha brake. Many spares and accessories. Going back to college, $925.00. (805) 942-2798. (28/3x)

'72, 350 Bultaco Pursang
Bassani pipe, polished ports, nickel plated frame, PP fenders, — like new. A good buy at $550.00. (714) 645-3911. (30)

Rare Birds
1927 BSA 500cc single with BSA sidecar. Carbide lighting, it's a beauty. Also a very rare 1936 BSA 1000cc Vee Twin. 100% complete and runs well but wants paint. The single is $1250.00, the twin, $650.00. Would consider BSA B-50 trade for twin. (213) 944-4605 Whittier. (30/2x)

'71 CZ 400
Many x-tras including Akronts, plastic tank, fenders, air-box, levers, Mikuni, etc. Super fast & clean. Call for details! $575.00. Also '73 Suzuki TS 125. (213) 943-9683. (30)

Get Tanked (Desert-style)
Brand new, never used Vesco Skinny-fat, fits '73-up 250 and 360 Yamaha MX, and '74 Enduros. Yellow, 3.75 gallons, with DT petcock, $44.00. (213) 360-6108. (30)

'67 BULTACO CAMPERA 175cc. Immaculate condition, stock rebuilt engine, trail or desert ready, Akront rims. $275.00 or best offer. (213) 767-0105. (30)

'73 CZ 250 5-Speed
Excellent condition, engine by Jawa, nothing is worn out, some extras. $750.00 or offer. (213) 326-3799. (30)

Vandals Damage Cycle Park Reward Offer
Vandals entered The DeAnza Park, just off highway 60 in Sunnymead and expensively damaged a dune buggy, ripped down fences, tore down course poles, and damaged water trucks, sometime Monday afternoon. As a result the owner of the park, Doug Hall is offering a $500.00 reward for the arrest and conviction of the persons responsible. Anyone having information may contact Mr. Hall at the park. (29/2x)

Trade
Auto air conditioner (fits any Ford Motor Co. product, includes compressor, radiator, etc.) for 8 ft. camper shell. Call (213) 421-9179. (26/TFN)

Optimum Bultaco Sherpa T
'71, 250cc. Unbelievable mint cond. Only 450 miles on bike. Guaranteed first kick start. Tires almost new. Helmet, boots and extras. World's best. Only $575.00. (714) 839-1558. (30)

Trail and Trial Riders
Attention
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Jeannie, Long Beach, California 90801. (35/TFN)

Desert Dream
'73, 400 mid range Husky. New clutch, cables, rear brake. Many extras. 3 gal. tank, Curnutts, skid plate, P.P. fenders. Desert ready!! (714) 795-2796. (30)

'72 OSSA 250 STILETTO. Very clean, fast, reliable. New knobbies, shocks, Akronts, downpipe. Free Webco boots, 10½. $600.00. Call Mike (213) 398-7565. (30

Rear Shock Springs
Poppy now has in stock, 100 lb. 8½" — 9½" long chrome silicon steel springs. Dealer inquiries invited. Poppy Company, (213) 845-6766. (28/TFN)

Mike Gosselaar
Happy Birthday and good luck at the Yuma Nationals

John (30)

Brand New '72, 400 CZ
One owner — first sold and registered in Feb. '74. All white plastic components, blue PMC tank, Curnutts, D.I.D. rims, 4.25 Barum, 36mm Mikuni, Filtron, Moto-plat ignition, Bassani pipe, 8 gauge spokes, heavy front springs — plus all original stock parts, $1,000.00. Will consider trade for auto, truck or van. Call Mitch after 12:00 a.m. (213) 248-7382. (30)

'74 Yamaha DT360 Enduro
DID's, fork kit, 900 miles, immaculate, $975.00. (213) 255-5815. (29/4x)

'73 Bultaco 350 Alpina
Street license — sharp, $750.00. (714) 893-9408. (30)

WANTED: Honda XL 350 engine. Good cond. Call Don after 5 p.m. (714) 968-9461. (30)

Navy Forces Sale
'73 — 250 Yamaha MX. Only 3 rides on it! Hardly broken in. Showroom clean. Fantastic play or desert bike. Enlisted in Navy. Sent me to Philippines. $800.00 firm. Call before 3:00, ask for Tom (714) 528-7530. (30)

'72, 125 Kawasaki
Completely set up for Moto-X, like brand new, see to believe, $400.00. (714) 527-2509. (30/TFN)

"We Moved"
GUY LOUIS MOTORCYCLES, 990 East Willow, Long Beach, California. Phone (213) 426-1358. (14/TFN)

Cafe Racer, Superb
1972 Yamaha 350 R-R top end, TR3 cylinders, pistons, rods, chambers, carbs., double discs, alloy rims, Michelin tires, fairing, seat, more. $2200.00. Call Pete (915) 598-5456. (28/5x)

WANTED: LATE MODEL YAMAHA 80 engine. State condition and price. Tom Powers, 1716 East Berridge Lane, Phoenix, Arizona or phone (602) 274-5724. (30/3x)

Suzuki TM125
Reliable, clean, many extras. Must see to appreciate, $565.00. Call after 6:00 (213) 776-1721. (30)

Rickman Triumph 500cc Twin
1971 Rickman Triumph Metisse complete with big forks, light hubs, etc. Sweet handling and potent. Also street legal, excellent condition. First $800 steals it. (213) 374-7216. (30)

Save 500 Dollars
Be a trials rider — $1200, '74 Montesa 247 Cota. 24 hrs. on engine, $700.00. (213) 339-1516. (30)

'70 Hodaka Super Rat
Runs good, many extras, $250.00. (714) 982-5092. (30)

NEW 3:00x21 6 ply Metzeler and tube, $20.00. Girling shocks, $30.00. (213) 899-0710. (30)

Ghost Who Smokes
Superior power and handling! Lightest in class! OSSA PHANTOMS available for immediate delivery. DIRT BIKE WEST, 7139 Canoga Avenue, Canoga Park, Ca. (213) 340-6521. (30/4x)

Husky Parts
4-gal. Hannaman fiberglass tank for — 250 through 450 Huskies. 21" Yamaha wheel & speedo modified to bolt on Huskies, includes Trelleborg, brake plate, Akront, cables, & speedo. Make offer. (213) 545-8113. (30)

BEST OFFER TAKES IT. '73 Yamaha SC 500, ridden for only 7 mo. Just 10 min. on rebuilt engine, extras. Must sell, why not check it out? (408) 252-3217. (30)

'72 Suzuki 125 Dirt Scooter
21", Girlings, plastic stuff, ported, Bassani, fresh tune, knobs, Akronts, 10 gaugers, super snazzy, $365.00/offer. After 6 (213) 927-2119. (30)

'74 Yamaha 360
Excellent condition, MX top end, wide ratio trans., crank stuffed; super set-up with extras including street equipment. $750.00. (213) 361-4575 or (213) 361-9557. (30)

250 Rickman Frame & Eng.
New top end, two tanks, fork crowns. All in good condition, $175.00. (213) 358-6495. (30)

'72 CZ 400. EXCELLENT CONDITION, $695.00. (213) 353-6306 and (213) 843-1856. (30)

HUSQVARNA 400 FACTORY G.P. frame. All trick stuff, quit racing, used 10 times. After 6 p.m. (213) 326-2838 or (213) 835-6907. (30/2x)

'72 Suzuki 125 MX
Rebuilt engine, new down pipe, and more. GREAT COND. (213) 596-6425. (30)

'74, 450 Maico
Doesn't need anything. Ready to race, $1295.00. (213) 423-1919. (30)

'74 Husky 250 CR
New, 250 CR. Mag case Husky, ridden 3 times. Must see, xlnt. cond. Moving overseas. Must sell. (213) 597-2022. (30)

Cheney Victor
All Cheney components. Entire bike set up at Cheney factory. Very fast and handles super. 235 lbs. $795.00. (213) 545-3326. (30)

'73 CZ 250
Really cherry! Femsatronic ign., Mikuni, clean sweep pipe, Konis, Ceriani forks, 8 gauge Cross, 3 Cross 4 rear wheel & lots more goodies, $800.00. (213) 924-3429. (30)

Attention Enduro Riders
Excellent — street legal 1972 Bultaco 360 Montadero. Winner Dist. 37 No. 1, and many sweepstakes including '72 Greenhorn and Red Garter Nationals, $495.00. Bob Steffan (213) 248-7062. (30)

Suzuki Owners
We have the best parts stock. Try us at CAMPBELL SUZUKI, 14200 Lambert Road, Whittier, California. (213) 696-3306. (20/TFN)

Reward
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Giant indoor motorcycle swap meet, Friday August 16th from 6 to midnight. $1 over 12, 50¢ 6-11, under 6 free. Seller's spaces: 10¢ per square foot. Reservations: (714) 637-1835. (30/2x)

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914-Porsche eng., roll cage, skid pan, off-road wheels, high back seats, oil cooler & filter, Zenith carb., Tri phase air cleaner, quartz lights, custom headers, custom red & white paint, 12V ALT system, EXTRA wheels & tires, show or go car. (714) 646-1265. MAKE OFFER. (30)

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Number Plates

Kandy Plates — quality number plates. 72 Highland Ave., So. San Francisco, CA 94080. 415-583-7294.

Recap Tires

Reid's Moto-X Recaps — Manufacturer and distributor of the finest motocross and desert recaps. Distributorships open in Northern Calif. Exclusive areas available! Reid Tire Service, 9455 Magnolia Ave., Riverside, CA 92503. 714-689-0043.

Sleeve Liners

Los Angeles Sleeve Co. — Manufacturers of motorcycle cylinder sleeve liners. Dealers write or call for catalog. 3600 Fowler St., Los Angeles, Calif. 90063. 213-262-1895.

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1974 CYCLE NEWS POLITICAL ENDURO

Alice Husges Wins Honda XL 250K1

Alice Husges, 28, is a naturalized citizen who immigrated in 1960 from Holland to San Diego, California. She attended UC Berkeley, majoring in math, and now is an accounting assistant in Seattle, Washington, where she reports there is little smog but "it drips dismal raindrops on me almost every day." Her interest in bikes began recently, when she entered into a partnership in a TL 125 — a tenuous partnership at that. Alice also likes boating, camping, and skin diving.

Ms. Husges won by making absolutely no mistakes in any of her checkpoints, being on time every time, getting her checkpoint 11 letter published, contacting innumerable officials in her quest for freeing some state funds for bike areas, and ending up on a committee for the State of Washington formed to decided how to spend ORV funds collected under that state's program.

She won a brand new Honda XL250K1 to be delivered in September 1974.

Finishers, points
Alice Husges, 0
Bonnie Kraft, 0
Tim Elliot, 1
Mike Yada, 1
Steve Hollen, 1
Paul Magnusson, 1
Karen Sprenger, 1
John Hughan, 1
Michael Moore, 1
Michael Ward, 2
William Tamulinas, 2
David Kidd, 2
Ronald Guse, 2
Daniel Helm, 2
David Legge, 2
Bill Adams, 2
Wayne C. Murphy, 2
Pamela L. Ward, 2
John Weitz, 3
Stephen Hudson, 3
Carolyn Hudson, 3
Don Chalmers, 3
Michael Said, 3
MX Skier, 4
Sam Hill, 5
Paul Otey, 5
E.L. Williams, 5
Dennis McComas, 5
Linda Maeding, 5
Larry Hickman, 5
A.J. Brislen, 5
Ron Wesolak, 6
Dean Teodorski, 6
Gary Dennis, 7
Sharon Gambetta, 8
Steve Gordon, 8
Rebecca Burke, 8
Stephen Stenburg, 8
Dave Destler, 9
Brian Hemsworth, 10
Rick Peck, 12
Robert Tornai, 14
Greg Winters
Martha Kohlmeyer

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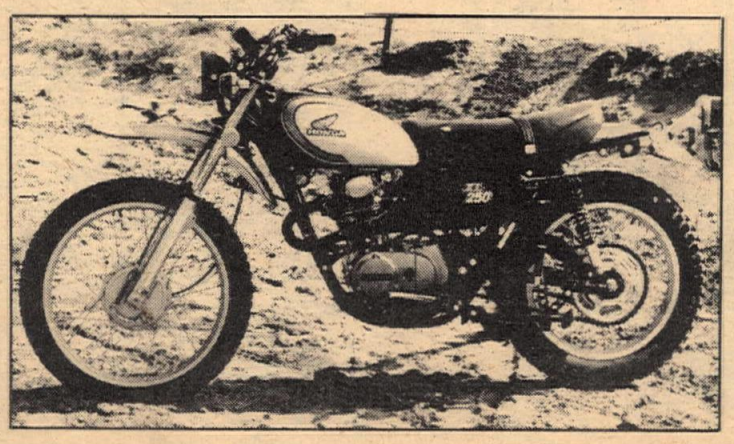

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